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STRIKERS CALL OFF PHILADELPHIA UNION SYMPATHY MEETING

People Gather This Afternoon at Independence Square, but Crowds Are Orderly and Police Unnecessary.

THOUSANDS ARE OUT

Estimates of Number of Idle Men Vary From Thirty Thousand to One Hundred and Twenty-Five Thousand

PHILADELPHIA—Union leaders this afternoon declare the mass meeting in Independence square will be called off, but in spite of this a crowd continues to gather, as the latest problem in the general strike of the union men in Philadelphia called at midnight Friday.

The strike leaders said that instead of the meeting they will hold a big labor parade. This, however, may be forbidden by the police, as was the meeting.

The change of front on the part of the strike leaders relieved the tenseness of the situation resulting from the report that the union men were determined to meet despite Mayor Reuburn's order to the police to break up any such assemblage.

At 2 o'clock there were 5000 persons gathered near Independence square. The meeting called by the strike leaders was not scheduled until 3 o'clock and Mayor Reuburn in proclaiming the riot act had declared it must not occur. All the side streets leading up to the square are black with people, moving to and fro, or gathering in small groups and discussing the situation. Up to date there has not been the slightest disorder.

Various estimates fix the number of men out of work at from 30,000 to 125,000 in obedience to the call for a general strike in sympathy with the striking street car men. No tangible efforts have been made to settle the dispute.

Union leaders declare they have 125,000 men idle as a result of the general strike order. City authorities and police officials concede that 20,000 men have ceased work. Conservative estimates placed the number out at noon today at 35,000, and declared this was a very liberal estimate. Other outside sources fix the number at 70,000. To secure an exact estimate is impossible.

There are 400 locals and trades unions in Philadelphia, 150 of which are not affiliated with the Central Labor Union, which called the strike. Each union has an individual secretary and these 400 secretaries are the only men who have the accurate figures. They have not all reported to labor headquarters. It is safe to say that not more than 45,000 men have thus far responded to the strike call, though others may go out this afternoon.

As yet business has not been affected to the extent promised by the labor leaders, though it is admitted that Philadelphia business men will lose between \$2,000,000 and \$3,000,000 every day the general strike continues.

Only one disturbance was reported up to noon. Six negro policemen were stationed in front of the car barns at Thirty-sixth and Market streets to relieve six white officers. A mob quickly gathered but dispersed when the riot call brought reserves. No arrests were made and no shots fired. In Kensington and the other suburbs where union labor is strongest strong details of police are on guard.

The Philadelphia Rapid Transit Company today reports that it has in operation 936 cars and that it will run them until 1 o'clock Sunday morning. No cars have been attacked today. The failure of the unions to get out the firemen and engineers in to power plants and thus shut off the motive power for the operation of the cars was a severe blow to the strikers.

Mayor Reuburn today declared the labor unions made a grave mistake in calling the general strike. He does not think they can win. The riot act is to be enforced, so that practically martial law, without its usual severity, exists.

Secretary Charles A. Hope of the Central Labor Union, declares he has figures which show 70,000 men are out, and that he is confident complete returns will show 125,000 out. Of the 70,000 he says, 25,000 are unionists and 15,000 unorganized laborers. He says 100 unions affiliated with the Central Labor Union and many independent unions have gone out. The labor leaders are preparing to pay strike benefits, though they do not begin for two weeks after the calling of a strike. It will require \$700,000 weekly.

Grocery and bakery wagons made their usual deliveries this morning. Then their drivers struck, according to the strike leaders. Theater stage hands will not go out until midnight tonight. Cabmen and chauffeurs are out and it is almost impossible to secure a vehicle.

The final word making effective the general strike was sent to union workers all over the city Friday night, when the

(Continued on Page Four, Column One.)

MONITORIALS BY NIXON WATERMAN

A FOOTBALL MATCH.

He was a college football man; She an athletic miss; Who knew how football lingo ran, And so they talked like this: "3-7-44," said he, "9-3-15," he gushed; When, "6-3-9-12," answered she, "8-2-16," and blushed.

Then to another college man, A minister, they lied; "5-9-2-12-6," he began; "3-10-4," each replied. "12-23," asked he, and they, Responded, "2-12-4." So they were wed and lived, they say, Quite happy evermore.

The impression is growing that the testimony being given in the present conservation investigation by ex-Forester Pinchot is likely to "take the bark off" in spots and create something of a commotion among the higher branches of the government.

A GREAT SAVING.

With naval bills so large, today, We clearly now recall How wise the Swiss in picking out A land with more land hedged about, And with no coast at all.

The Chicago Board of Trade estimates there is 40 per cent less of food provisions and lard in the world's chief centers of population today than there was a year ago. Perhaps we are entering upon an era when they won't be even a spare-rib to spare.

A DISTANT RELATIVE.

Wilkins—How are you and your rich uncle coming on? Wadkins—Just so-so. He reminds me of Alaska all the while. Lots of gold and all that, but rather cold and distant.

The English and American expeditions that are preparing to make a dash for the south pole this coming summer should be on their guard now that it is known that Dr. Cook is already in the southern part of South America. With that much of a lead he may conclude at any moment to scurry off and nail a flag to the pole marking the world's southern apex.

THEY GO TOGETHER.

One truth that stands out bold and clear In studying the facts, is A "super-dreadnought" navy means Some "super-dreadful" taxes.

The outlook for the season's athletic games indicates that while baseball promises to be quite lively, football is likely to be even more rushing.

HANDY MAN.

Visitor—I notice that your leading baseball player is also a member of your village choir.

Villager—Sure. There's nobody can beat Hank Spink pitching a tune or holding first base.

NEEDS REVISION.

"A man of words and not of deeds Is like a garden full of weeds." Must sound to some men quite absurd Since they, one dollar get per word.

A PROMOTION.

Upson—I am told that Babbage has given up the law business. Downes—Yes, since he married DeMillion's daughter he finds that the son-in-law business pays better.

The naval appropriation bill for the next year as now planned asking Congress for \$128,000,000 is enough to set the peace advocates to wondering if, in the long run, it would not be better and cheaper for America to join with the other navy burdened countries of the earth and fill up all the seas and thus do away with the necessity of maintaining such expensive floating arsenals.

SUPPORT CHARLES RIVER DRAW BILL

WASHINGTON—It is reported that Senator Lodge has been promised the support of Senator Burnham of New Hampshire and of both the Vermont senators for his amendment to the river and harbor bill providing that the drawbridges over the Charles river and Fort Point channel, Boston, be not opened during the rush hours. This makes solid senatorial support from the four northern New England states.

SPANISH MINISTER SELECTED.

WASHINGTON—Senor Don Juan Riano, it is said, will succeed Marquis de Villalobar as minister of Spain to the United States. Senor Riano formerly was secretary of the Spanish legation here and in 1904 married Miss Alice Ward of Washington. He is now Spain's consul-general at Copenhagen.

GREEK PRINCE AT ROME.

ROME—Crown Prince Constantine of Greece is here incognito and asked for an audience with King Victor Emmanuel to request assistance in the solution of the Cretan question, upon which they depend the peace of Greece.

Name William R. Buchanan As Republican Candidate For Congress at Brockton



WILLIAM R. BUCHANAN. Newspaper publisher and editor, who aspires to fill fourteenth district vacancy.

MR. CUMMINS LOSES POSTAL AMENDMENT IN EARLY ROLL-CALL

Insurgent Rushes Into Senate Chamber to Find Himself Foiled by Flank Movement of Republicans.

MR. BORAH WINNER

WASHINGTON—Further fight for and against the Cummins amendment to the postal savings bank bill was prevented in the Senate today when snap judgment was taken immediately after the Senate convened. A bare handful of senators was present.

Mr. Newlands, who had the right to the floor, had not arrived, and the yeas and nays were ordered before Senator Cummins or any of the progressives came. The roll call was in full swing when Mr. Cummins rushed through the side door.

Nothing can stop a roll-call in the Senate when in full swing. Efforts were made to have it delayed but that was not permissible.

The roll call produced 58 senators. The Cummins amendment was rejected—18 yeas, 40 nays.

Those voting for the Cummins amendment which limited the power of the President to invest postal funds in government bonds to time of actual war and not when an emergency threatening the credit of the United States arose, were: Senators Beveridge, Borah, Brown, Burdett, Chamberlain, Clark, Clark (Ark.), Crawford, Cummins, Dixon, Dooliver, Gamble, La Follette, McCumber, Owens, Shively, Stone, Tallaferro.

Those voting against the amendment were Senators Bradley, Brandegee, Bulkeley, Burnham, Burrow, Burton, Carter, Clark of Wyoming, Crane, Cullom, Curtis, Davis, Dick, Dillingham, Flint, Foster, Frye, Gallinger, Guggenheim, Heyburn, Johnston, Jones, Kean, Lodge, Martin, Money, Oliver, Overman, Page, Paynter, Kanier, Root, Scott, Simmons, Smith of Maryland, Scott, Stephenson, Warriner, Warren and Wetmore.

Mr. Borah (Rep., Idaho) offered an amendment providing that no postal funds shall be invested in government bonds bearing less than 2 1/4 per cent interest. This was adopted by a vote of 40 to 11. This addition to the Smoot amendment prevents the investment of postal funds in 2 per cent bonds, but permits it to be used in purchasing Panama 3 per cent bonds.

READING TAXATION ISSUE IN ELECTION

READING, Mass.—Criticism of taxation in this town and a demand for a change in the present methods by two of the candidates for the board of assessors will make that contest the leader in next Monday's town local election. Assessor John H. Alden is opposed by Ansel S. Richards and Ardine M. Allen. Frederick D. Merrill is out for the board of selectmen against the present incumbents, Oliver L. Akery, James W. Killam and George L. Pratt. Town Clerk Millard F. Charles has an opponent in Walter K. Badger and Tax Collector Herbert M. Vial is opposed by Merrick A. Stone. A. E. Bachelier, Prescott R. Nichols and Elmer H. Robinson seek election to the municipal light board.

FIRST BALLOT WINS FOR W. R. BUCHANAN IN THE FOURTEENTH

Brockton Man Leads for Republican Congressional Nominee of District Convention in That City.

MR. HARRIS SECOND

Informal Ballot Is Made Formal and Committee Appointed to Notify Candidate of His Selection.

BROCKTON, Mass.—William R. Buchanan of Brockton was nominated on the first ballot today by the fourteenth congressional district Republican convention held in that city.

The first test of strength on actual ballot resulted in a sweeping victory for Mr. Buchanan. This was in the form of an informal ballot, which resulted as follows: Buchanan 74, Harris 38, Wheatley 17, Curtis 8.

This was later made formal, Mr. Buchanan being nominated by identically the same vote.

Dr. L. W. Puffer called the convention to order at 10:55 o'clock and read the call for the special convention and election issued by Governor Elen S. Draper. There were 137 delegates, the full number, present.

Alderman L. R. Churchill of Brockton nominated ex-Mayor John S. Kent of this city as chairman and R. W. Nutter of Brockton nominated ex-Representative Frank E. Packard of Brockton as secretary.

It was apparent now that the Buchanan forces were strong, for they had carried at the outset their proposition that Mr. Kent be chairman and Mr. Packard of the Buchanan campaign committee secretary.

The temporary organization was made permanent and Delegate Barnard of Hingham surprised the assembly by nominating Elmer L. Curtis of Hingham.

C. H. Hammond of Harwich was called to the chair temporarily while Chairman Kent nominated Mr. Buchanan. Ex-Mayor Edgar L. Crossman of Taunton seconded the nomination.

George W. Stetson of Middleboro nominated Judge Robert O. Harris and the Hon. W. S. Kyle of Plymouth and James Sidney Allen, Jr., of Brockton seconded the nomination.

Maurice Kane of Whitman named Dr. Frank G. Wheatley and this was seconded by Dr. Gilman F. Good of Rockland.

As soon as the nomination was announced a committee consisting of George W. Stetson of Middleboro and Maurice Kane of Whitman was appointed to bring Mr. Buchanan before the convention and went after him in an automobile. Mr. Buchanan will entertain the delegates at dinner at Hotel Belmont tonight.

William R. Buchanan is the publisher of the Brockton Times and has been in the newspaper line during practically all of his business career, having been connected with like enterprises in Washington, Boston and Rhode Island before coming to Brockton, where he has resided for nearly 20 years.

He is a native of Ohio. He attended the public schools, but after graduating from the high school entered a printing office. He has always been a Republican in politics, the only Democrat for whom he ever voted being ex-Governor William L. Douglas, for whom he worked at the time. He later became his secretary.

ASK ROCKEFELLER WORKER TO TALK

WASHINGTON—The Rockefeller Foundation bill was taken up by the senate committee on District of Columbia today and it was decided to invite Starr J. Murphy, one of the proposed incorporators and one of the Rockefeller chief in his philanthropic work, to appear before the committee next Friday to explain the plans of Mr. Rockefeller and the managers of the foundation.

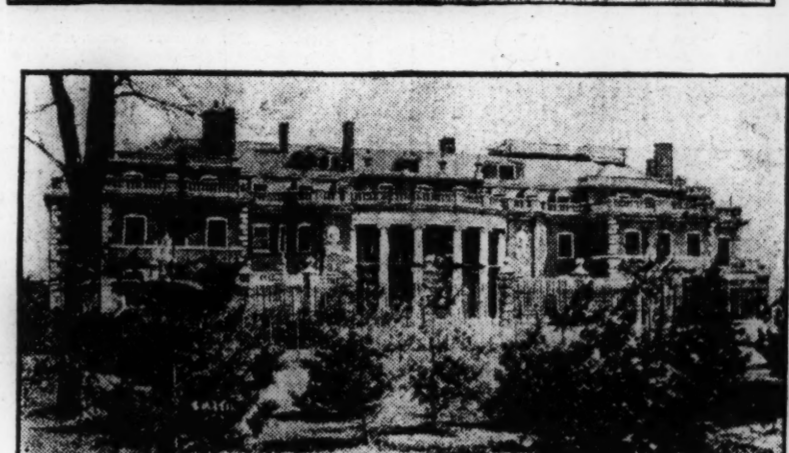
A report on the bill was received by the committee from the commissioners of the District of Columbia, to whom it has been referred. They recommended that Congress reserve the power of supervision over the acts of the corporation. They also express the opinion that the taxation of the corporation or its exemption on property in the district should be decided by the district commissioners. The bill as introduced exempts all property and funds of the Foundation from taxation.

FARMAN BIPLANE SETS NEW RECORD

MOUREMETON, France—Henri Farman established a new world's aeroplane record today when in a biplane of his own construction he flew with two passengers for one hour and to minutes. The last 15 minutes the machine battled against a heavy wind, but was manipulated perfectly. (For earlier flight account see Page Six, Classified Section.)

Beverly Shows Notable Growth

Has, in Half a Century, Become Most Noted Shore Resort.



FAMOUS HOUSES OF BEVERLY.

The upper cut shows the Franklin Haven place, one of the first built of the summer colony, and the lower picture is "Eagle Rock," the summer home of Henry Clay Frick.

BEVERLY, Mass.—Like a fairy tale is the story of the development of Beverly as a summer resort—the gathering place of well known people from all over the country, the summer home of the President of the United States, of diplomats of foreign nations and the leaders in the world of arts and letters, finance, business and society from the greatest cities in America—the development from a quiet little country town to one of the most beautiful and famous resorts of the Atlantic coast.

Of the earliest summer visitors, the name of John G. King is inseparably linked with the growth of the Beverly colony. In that section now known as Pride's Crossing he spent his summers. The King place at the brow of Mingo bench, purchased from John M. Thissell, remained in the possession of that family until this year when it was sold to

Ellis L. Dresel of Boston. The passing of the years saw the estate cut up and now on a portion of it is built the magnificent summer home in which Mrs. Susan P. Longworth, mother of Congressman Nicholas Longworth, spends the season. Soon after this Isaac Prince sold his place at Pride's Crossing to Charles T. Paine. Here in the Paine reserve today are the summer homes of Judge William H. Moore, the railroad king; of Mrs. Edwin Carleton Swift, owner of one of the founders of the Swift Company; of Washington B. Thomas, head of the sugar trust; of Henry Clay Pierce, the St. Louis railroad, wire and oil king; of the Misses Paine and others well known in the social states. Samuel Cabot built the first house at

(Continued on Page Ten, Column One.)

HORTICULTURE AS A WOMAN'S WORK PRAISED BY LECTURER

"Horticulture as a Profession for Women" was the subject of an instructive lecture delivered by Miss Laura Blanchard Dawson of Jamaica Plain in Horticultural hall today.

Miss Dawson told of the horticultural schools in Europe, especially in England and Germany, which have turned out graduates who are now managing the horticultural work on the large country estates of this nation. These women live with the owner's family and enjoy the social privileges of the members. One horticulture school in Kent, Eng., has from 60 to 80 pupils each year, most

of whom engage in active work after graduating.

There are several private horticultural schools in the United States where women are given instruction. Many of the graduates of these schools have shown by their success in the lighter work of horticulture that women can earn a remunerative living in horticulture.

The chief objection to the work for women, the lecturer said, seems to be the labor involved. Miss Dawson advocated floriculture, landscape gardening and market gardening as profitable fields for women who do not wish to encounter the laborious work often found in horticulture.

Allen Woodie, general manager of the Boston office of the Western Union Telegraph Company, said today that he had not yet received an order to inaugurate the new cut rate system for "night letters" on Monday next. Mr. Woodie said he believed the report from New York to that effect was a little premature.

Mr. Woodie further said that many inquiries had been received by his office as to the time when the new system would be started, and that a large increase in business was expected and would be prepared for by a greater force of operators. Mr. Woodie did not think New York could start the new system before other cities, and that a week from next Monday is the more likely date.

WARNS CONCERNS OF EMPIRE STATE

ALBANY, N. Y.—State Superintendent Hotchkiss today announced that eight organizations are transacting an insurance business within the state without authority, as follows: "Alpha Beneficial Association, Lincoln Beneficial Association, United Aid & Benevolent Association of America, Jersey City, N. J., Keystone Guard, Athens, Pa., People's Mutual Fire Insurance Company, Junior Order United American Mechanics, Philadelphia, Pa., Loyal Alpha Assurance Society, Williamsport, Pa."

They are Lillian M. Keyes, Margaret A. and James E. Donovan of Boston, George D. Donovan of Needham and Timothy H. Donovan of St. John, N. B. All are children of Ann Evans, who was a first cousin of Robert D. Evans' father.

WORK TO RECOVER MAIL SACKS. WELLINGTON, Wash.—One hundred and fifty out of 700 sacks of mail known to have been buried with trains in an avalanche near here have been taken out to date. Superintendent O'Neill today estimates the loss to the Great Northern Railroad by recent slides and blockades as \$1,000,000.

CLUB RAPS BOSTON THEATER CONDITION IN BOARD'S REPORT

Twentieth Century Drama Committee Indorses Many of The Monitor's Points Against Moving Pictures.

NEW LAWS NEEDED

Legitimate Plays Seen by Only 13.5 Per Cent of the Audiences Which Spend a Total of \$273,000 Weekly.

Practically indorsing many of the points urged against moving pictures shows by The Monitor this week, the drama committee of the Twentieth Century Club today issues its report on existing conditions as to moving pictures and theatrical shows in this city.

The investigation covered a period of 10 weeks, and while the report makes strong points in favor of improved conditions, particularly honest criticism by the press, it fails to take into account the battle for truth-telling in theatrical matters that has been waged by The Monitor single-handed since its first day of publication, Nov. 25, 1908.

This paper, by refusing theatrical advertising, has aimed to keep its columns free from all bias or obligations; it has printed without charge a daily schedule of the better class of theatrical attractions; and it has given the best dramatic criticisms obtainable, aiming to indicate with perfect frankness the relative worth of each production, without fear or favor.

Where theatrical presentations have been deemed of a sort unworthy of notice, mention in any way has been studiously denied, on the principle that an exploitation of reprehensible features is as pernicious under the guise of criticism as in any other form. Yet the independent study of moving picture show conditions, four articles concluded in Friday's editions, evidences The Monitor's readiness to present the unvarnished facts when the facts appear to be needed for the protection of the public.

The Twentieth Century Club report states: That 85 per cent of the amusement provided in Boston is in the form of vaudeville and moving picture shows, for which is expended by the patrons \$120,369.10, and for the 15 per cent of "legitimate" entertainment \$152,040.45 is expended.

That there is an overwhelming preponderance of the cheaper and less desirable forms of entertainment.

That the shows given in the two best vaudeville theaters are in general commendable, but that they contain much that is cheap and trashy.

That theatrical advertising affects the character of dramatic reviews in newspapers, so there is little distinction made between what is worthy and what is unworthy.

That no definite policy as to the class of productions is followed in the conduct of any theater.

That several of the auditoriums built under the old laws are unfit and unsafe places for audiences to assemble. That a new law is needed that will permit the authorities to close any theater that is giving a play injurious to public morals, the present law in this respect being so ambiguous and conflicting in its terms as to be practically worthless.

The report is in part as follows: "New legislation is needed—and badly needed—to bring the older auditoriums of the city into a condition where they will accommodate, with safety, the public which now crowds them. New and proper legislation is also needed to define and control the 'moving picture' theater, whose existence is not recognized in the present statutes! The building department makes monthly inspections of these theaters, but entirely on its own initiative.

"There are 10 regular theaters, with weekly seating capacity of 151,135 seats as against 608,238 vaudeville, burlesque and moving-picture show capacity. For the 10 weeks these theaters actually showed a total capacity of 1,020,751, making deductions for omitted performances and vaudeville. Add the Boston opera house, with a weekly capacity, estimating five performances, of 13,500 people. For the six weeks, the actual number during which opera was performed, the capacity was 81,540 seats. The 10 weeks' total for legitimate drama and opera would then be 1,102,291.

"Taken with the total of 6,454,902 seats for vaudeville, burlesque and moving-picture attractions, the grand total seating capacity for all kinds of performances was 7,557,193 for 10 weeks in a city having an estimated population of 625,000!

"Those familiar with the field in other sections of the country state that Boston has a greater number of performances of the cheaper class in proportion to the population than any other American city not excepting New York or Philadelphia. Certainly, the record, as compiled above goes far to substantiate this claim.

"The percentage of each class of entertainment, based on these totals, is as follows: Vaudeville and moving picture (Continued on Page Eleven, Column One.)

SEND YOUR "WANT" AD TO THE MONITOR EMPLOYMENT BUREAU—IT WILL BE RUN FREE ONE WEEK ON THE CLASSIFIED AD PAGE

THE CHRISTIAN SCIENCE MONITOR

If you are looking for employment, or for an employee
The Monitor offers you an opportunity to supply your need without the expense of advertising.

Name.....
Street.....
City..... State.....

Write your advertisement on this blank and mail direct to The Christian Science Monitor, Boston, Mass.
The Christian Science Monitor is read in every city in America.

THIS OFFER DOES NOT APPLY TO ADVERTISEMENTS FOR PERSONS WANTED TO HANDLE GOODS ON COMMISSION OR TO ADVERTISEMENTS SOLICITING BUSINESS PATRONAGE

News of the World Told by Cable and Correspondence

JAPANESE TO SHOW GARDENS AT COMING LONDON EXHIBIT

(Special to The Monitor.)

LONDON.—An unusual opportunity will be provided to Londoners at the forthcoming Japan-British exhibition to gain some idea of what the Japanese have been able to accomplish in the art of landscape gardening, in which art it is safe to say that they are without rivals. There will be two regular Japanese gardens, each covering about an acre, but perhaps the most characteristic exhibit of all will be the miniature garden, to be sent by the city of Tokio, which will be no more than 12 feet long by seven broad.

The two larger gardens will be absolute replicas of gardens which may be seen in the land of the Mikado, and will include, within their narrow limits, all the beauties of a Japanese landscape. There will be the usual lake, studded with islands so thickly covered with flowers that the latter seem to be floating on the surface of the water. In the background will be a snow-capped mountain, its foothills clothed with dark pine woods.

All the familiar adjuncts of the Japanese garden may also be expected: The sacred arches, the little red bridge over

the tiny stream, the waterfalls to which the foundation of "Taki" stone gives the appearance of tumbling cascades, the tea house, the quaint temple, the picturesque stone lanterns, and last but not least, the luxuriant woodland and masses of flowers. The Japanese gardener delights in massing color and the flowers are so chosen that different color effects are presented at the different seasons of the year.

A writer in the Daily Mail tells a story to illustrate the skill of the Japanese landscape gardeners. One of these, so it is said, had a small snuffbox in which he had laid out a miniature garden, trees and flowers and hills complete. If you mention this story to a Japanese gardener with the idea of ridiculing it, you will fail. He will probably tell you gravely that he has never made quite so small a one himself. His smallest is two inches by three!

It seems a fairly safe prediction that before many years are out these miniature gardens will not be peculiar, to Japan alone, and it is even safer to predict that before the year is over the Japanese dwarf tree will have made its conquest of the English people.

PORT OF LONDON SEEKS NEW MAXIMUM RATE SCHEDULE

(Special to The Monitor.)

LONDON.—An inquiry of considerable interest is about to be opened at the Westminster Palace hotel. The principal question to be discussed will be an extensive schedule of maximum rates which the port of London authority seeks power to levy on goods entering and leaving the port, with the exception of those imported for transshipment. After the inquiry, the Board of Trade will embody in a provisional order the rates decided on, and a bill will come before Parliament during the coming session to confirm it.

The charges which it is proposed to levy will be entirely new to London, although they are made by most of the im-

portant ports of the country. When the port of London act was passed two years ago, it was foreseen that the new authority would need funds in addition to those enjoyed by the Dock Company and the Thames conservancy board, for the maintenance and improvement of the port, and provision was accordingly made in the act for the imposition of new duties on goods benefiting by the facilities of the port. The total sum which may be raised is, speaking roughly, not to exceed one-thousandth part of the total aggregate value of the goods annually imported into, or exported from, London and places beyond the seas. The total aggregate value is about £330,000,000, so that the additional dues cannot produce at present more than £330,000.

There is some opposition to the proposed schedule, but Parliament will first fix the maximum charges, after which the port of London authority will announce those which it proposes to enforce. Those interested will, of course, be able to make representations, but it will rest with the authority to decide whether, in the best interests of all concerned, further abatements shall be made.

TURKS SUBSCRIBE NAVY FUND AND ASK TEN YEAR PROGRAM

(Special to The Monitor.)

CONSTANTINOPLE.—Turks are coming to the aid of the national navy with gifts. The donations are in response to the following appeal and bill draft:

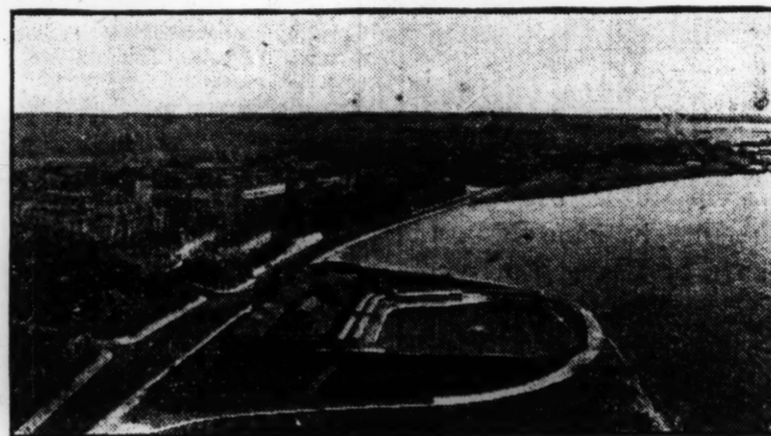
When the government applied for authority to guarantee the purchase of four destroyers out of the proceeds of the public subscription, it announced the preparation of a naval program which would be shortly submitted to the Chamber. We have now drawn up this program and find that its execution will entail an expenditure of \$25,000,000. We

Many Improvements to Harbor at Southampton

(Special to The Monitor.)

SOUTHAMPTON, Eng.—As has already been mentioned, extensive improvements are to be carried out at Southampton, in order to afford proper accommodation to the White Star liners now in course of construction, which are to be the largest vessels afloat. The harbor board has just decided that, on condition that the White Star line contributes \$10,000 a year for 10 years in addition to the ordinary dues, they will dredge Southampton water to a depth of 35 feet.

A peculiarity of Southampton, which is also of considerable advantage to the shipping which makes use of the port, is that there exists at this point practically a state of high water lasting about four hours. This double high water appears to be caused by the tidal wave being divided on its way up the English channel by the western or Needles end of the Isle of Wight, one portion proceeding up the Solent and Southampton waters to Southampton, and the remainder continuing its course on the southern side of that island. By the time the first high water is over, and the tide shows signs of ebbing at Southampton, the flood tide has worked its way round by Spithead, and meeting the ebb, practically dams and holds it up as long as the tidal stream is working westward. As soon as the tide turns at Spithead and the stream begins to work to the eastward, the real ebb commences from Southampton water and runs strongly out, having so much less time in which to do its work than is



Panoramic view of city. Above is seen the system of docks.

allowed for the flood tide. This increased rate of the ebb as compared with the flood has also no doubt a great deal to do with the scouring of the various channels in connection with the harbor and Southampton water.

BRUSSELS FAIR TO BE OPENED IN APRIL BY KING OF BELGIANS

(Special to The Monitor.)

LONDON.—The forthcoming Brussels international exhibition, to be opened by the King of the Belgians in April next, will mark a new era in so far as the British exhibitors are concerned, for the first time he under the direct control of the British government. It was some three years ago that a departmental committee was formed to take evidence as to the benefits accruing to British trade through participation in previous

international exhibitions. As a result of their report a new branch of the Board of Trade, known as the exhibitions branch, was organized toward the close of 1907. It was time that something of the sort was done, for there was distinct evidence of a growing disinclination on the part of manufacturers to take part in such exhibitions, owing to a feeling that the advantages resulting from such participation were not commensurate with the trouble and expense involved. Now all this is changed, for the government will manage the whole business and will be in a position to do it not only better but more cheaply, for they will be able to bargain for the whole body of exhibitors, instead of each of the latter having to make all his own arrangements with the exhibition authorities.

For some time past the board of trade officials have been busy with their preparations for the adequate representation of the British section, and in this they have been eminently successful, an excellent site and a considerable floor space having been secured. A feature that will add to the attractiveness of the British exhibits will be the uniform design not only of the buildings where these exhibits will be housed, but of the showcases containing them. Everything will be made easy for the exhibitors, for the board of trade officials will receive the goods on arrival, pass them free through the Belgian customs, unpack them and put them in the proper stands, reload the goods at the end of the exhibition, and return them to England. In addition to this the British government will provide reading rooms, writing rooms, and the service of skilled interpreters, and publish a special catalogue of the British section in English and French.

That the assistance obtained from the government is appreciated is evidenced by the fact that the whole of the space available for British exhibits has been long since allotted, and it is confidently expected that Great Britain will be more worthily represented at the Brussels exhibition than at any other international exhibition which has yet been held.

AMERICANS GIVEN COURT GREETING

LONDON.—Several Americans besides Mr. and Mrs. Charles W. Fairbanks, Ambassador Reid and a member of the embassy staff attended the court at Buckingham Palace Friday night and were formally presented to King Edward and Queen Alexandra.

Countess Benckendorff, wife of the Russian ambassador, who was acting on behalf of Mrs. Reid, introduced Mrs. Fairbanks, and in the general circle presented Mrs. L. Webster Fox and Miss Beatrice Fox of Philadelphia and Miss Margaret Winslow, Mrs. W. J. Goudy and Miss Helen Goudy of New York.

AIGUN ROAD COSTLY TO RUSSIA.
ST. PETERSBURG.—The Novoe Vremya condemns M. Korotavitz's proposal to the Chinese foreign board for the extension of the Kalgan railway for foreign capital as an alternative for the Aigun-Chinchow railway project. The line would reduce the revenue of the East Chinese road \$2,500,000 annually.

CHINA SUMMONS TIBETAN OFFICIAL

PEKING.—Wen Chung Tao, the assistant resident in Tibet, has been recalled by the Chinese government to explain the escape from Lhasa of the since deposed Dalai Lama. He is superseded in office by Chen Hsi Tao, chief of staff of Gen. Chao Erh-Feng, the imperial resident at Lhasa.

QUEBEC TO HAVE A PULP LAW.
MONTREAL.—According to Premier Gouin, the order prohibiting the exportation of pulp wood will be ratified at the Legislative Assembly of Quebec, which meets March 15, and the law will become operative Sept. 1.

MR. GLADSTONE'S TITLE.
LONDON.—Viscount Gladstone of Hawarden is stated to be the title selected by Herbert Gladstone, son of the late William Ewart Gladstone, the new governor-general of South Africa, who was recently made a peer.

AT THE THEATERS

BOSTON.
AMERICAN MUSIC HALL.—Vaudeville.
BOSTON.—"Ben Hur."
CASTLE SQUARE.—"The Spitfire."
COLONIAL.—"The Mollusc."
GLOBE.—"St. Elmo."
HOLLY STREET.—"Sham."
KEITH'S.—Vaudeville.
MAJESTIC.—"The Matrimony a Failure?"
PARK.—"The House of the Rising Sun."
SHUBERT.—"The Jolly Bachelors."
TREMONT.—"Rebecca of Sunnybrook Farm."

Boston Opera House.
SATURDAY—1:45 p. m., "Les Huguenots"; 7:45 p. m., "Faust."
SUNDAY—8 p. m., grand operatic concert.
Concerts.
SATURDAY—Symphony hall, 8 p. m., seventeenth concert Boston Symphony Orchestra.

NEW YORK.
ACADEMY OF MUSIC.—Southern and Marlowe in "Hamlet."
AMERICAN.—Vaudeville.
ASTOR.—"Seven Days."
BLOOM.—"The Lottery Man."
BROADWAY.—"The Jolly Bachelors."
CASINO.—"The Chocolate Soldier."
COLONIAL.—Vaudeville.
COMEDY.—"A Man's World."
CRITIC.—"The Bachelor's Baby."
DAILY.—"The Inferior Sex."
EMPIRE.—"Mid-channel."
GAIETY.—"The Fortune Hunter."
GARICK.—"Your Humble Servant."
GRAND OPERA HOUSE.—"Springtime."
GLOBE.—"The Old Town."
HACKETT.—"The Turning Point."
HAMMERSTEIN'S.—Vaudeville.
HERALD SQUARE.—"The Yankee Girl."
HYPHOCORNE.—Spectacles.
HUDSON.—"A Lucky Star."
IRVING PLACE.—Dramas and operettas in German.
KEITH & PROCTOR'S, Fifth avenue.—Vaudeville.
KNICKERBOCKER.—"The Dollar Princess."
LIBERTY.—"The Arcadians."
LYCEUM.—"Mrs. Dot."
LYRIC.—"The City."
MANHATTAN OPERA HOUSE.—Grand Opera.
MAXINE ELLIOTT.—"The Passing of the Grand Old Day."
METROPOLITAN OPERA HOUSE.—Grand Opera.
NEW THEATRE.—Repertoire and opera.
NEW YORK.—"Bright Eyes."
RAVOC.—"Children of Destiny."
STUYVESANT.—"The Man of the Hour."
WALLACK'S.—"Alas Jimmy Valentine."
WEST END.—"The Melting Pot."

CHICAGO.
CHICAGO OPERA HOUSE.—"Miss Patsey."
COLONIAL.—"Such a Little Queen."
GARICK.—"The Girl and the Wizard."
GRAND OPERA HOUSE.—"A Woman's Way."
HAYMARKET.—Vaudeville.
ILLINOIS.—"Seven Days."
LA SALLE.—"The Flirting Princess."
LYRIC.—"Dick Whittington."
MAYVICK'S.—"Polly of the Circus."
OLYMPIC.—"The Fortune Hunter."
MAJESTIC.—Vaudeville.
MAYVICK'S.—"The Man of the Hour."
POWER.—"Penelope."
STUDEBAKER.—"The Fourth Estate."

LONDON LETTER

(Special to The Monitor.)

LONDON.—This is the jubilee of the charter of the Royal National Life-Boat Institution, and at the tenth ordinary meeting of the Society of Arts the deputy chairman of the institution read a paper on "The Life-Boat and Its Work." It was impossible, the lecturer said, to assign to any one person the merit of inventing the life-boat, although the idea of designing a self-righting boat occurred to a house painter of South Shields. It appears that walking one day in the year 1789 he came across a woman who had been drawing water from a well. Her skeel was full and, while assisting her to lift it on to her head, he noticed the half of a circular wooden dish floating on the surface. While trying to turn this over, he noticed that at every attempt it righted itself, refusing to remain upside down. This is apparently how the idea of designing a self-righting life-boat originated, although his final model was not made until three or four years after the date of Lukin's patent for increasing the buoyancy and stability of boats. William Wouldhave, the house painter of South Shields, was, the lecturer maintained, the father of the self-righting life-boat, and Lukin of the launch, non-self-righting, sailing life-boat.

Referring to the records of the Royal National Life-Boat Institution, the lecturer said that the records contained the following entry: "1838, William Darling, lighthouse keeper, silver medal. Grace Darling, his daughter, silver medal." Those medals were given for the rescue in an ordinary boat of nine persons from the wreck of the Forfarshire.

SUPREME COURT IS RECOGNIZED

(Special to The Monitor.)

EDMONTON, Alta.—An order in council, passed by the imperial government, places Alberta on the same footing as the other provinces with respect to appeals to the privy council. The statute enacted by the provincial Legislature creating a supreme court for Alberta has been recognized officially by the imperial authorities, and an order passed providing for appeals from this court direct to the privy council, which is the court of final appeal for the British empire.

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Famous over 60 years for superiority, purity and richness of its true Vanilla bean flavoring.

VICTORIA COMPANY TO RECLAIM SHOALS AND BETTER HARBOR

(Special to The Monitor.)

VICTORIA, B. C.—A proposal is being placed before the board of trade and other public bodies interested in local affairs for the acquisition by a local company of practically all of the available harbor frontage on the south shore, and its improvement at an expenditure of several million dollars. It is proposed to reclaim the shoals and to remove the projecting rocks, which would give an almost unbroken wharf frontage of 3600 feet, straighten the course into the harbor, and provide more than 20 acres of reclaimed land. It is the intention to build solid cement docks along the entire frontage, which could be used for warehouses or other purposes, and to maintain a low water depth of at least 20 feet. The removal of rock will add about 200 feet to the width of the harbor. Much interest is manifested in the scheme, and no opposition is expected to the company's plans.

LIQUOR TRAFFIC TO BE RESTRICTED

(Special to The Monitor.)

VICTORIA, B. C.—A bill to amend and consolidate the existing statutes regarding the liquor traffic is now being put through the Legislature by the attorney-general, who declares it to be the most stringent measure of its kind ever introduced into any Canadian Legislature. This bill follows the failure of the local option campaign at the recent election.

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Leading Events in Athletic World

AMHERST-BROWN SWIMMING SQUADS WILL MEET TODAY

Only Contest Between Colleges at Providence This Season Had Eight Events on Schedule.

STRONG HOME TEAM

PROVIDENCE, R. I.—Brown and Amherst will meet today in an aquatic contest in the Colgate Hoyt swimming pool in the Lyman gymnasium at Brown, in the first and only swimming contest between colleges which will be held in this city this season. For the reason that the undergraduates will have no other opportunity to see a contest considerable interest is being manifested in the coming meet.

Brown's squad of swimmers is a strong one this season, and it is believed that the contest will be a close and interesting one. The 30 odd men who have been training for the aquatic events have shown up well, and already in the interclass events the plunging for distance record for the tank is broken. The water polo team also is in good shape.

The events which are scheduled on the program of the meet are as follows: 25-yard dash, 50-yard dash, 100-yard swim, 200-yard swim, plunging for distance, relay race, fancy diving, and the water polo game.

In the plunging for distance event Brown is confident of winning first place with Goldberg, the 215-pound freshman who recently in the interclass contests broke the tank record with a plunge of over 62 feet. The old record, held by Aldrich, was 54 feet. Goldberg's mark was within a foot of the intercollegiate record of 63 feet, held by Reid of Yale.

Aldrich will be the principal competitor in the fancy diving contests. He won that event in the interclass contest. This contest is expected to be the most interesting of them all, with a possible exception of the water polo match. Mumford, Aldrich and Aldorfer will be among the Brown leaders in point winning, from all appearances. A large entry list, however, insures close competition.

Brown will enter Mumford, Aldorfer, Pendleton, Allen and Bohl in the 25-yard dash among others. In the 100-yard swim Mumford, Smith, Barus and Bohl will be prominent competitors. Brown will be represented in the diving contests by Aldrich, Aldorfer, Smith and Mumford. In the 50-yard dash Barus, Elms, Misch and Bohl will join the other competitors.

Goldberg, Aldrich, Barry and Robertson will be among the men entered in the plunging for distance event. The relay team which will meet Amherst's team has not yet been chosen. The following are out for the relay event: Barus, Aldrich, Allen, Smith, Kindelan, Murphy, Mumford, Burgess, Elms, Pendleton, Aldorfer, Bohl, Munroe and Wallace.

Brown's water polo team will be chosen from the following: Barus, Aldrich, Allen, Raquet, Greene, Smith, Kindelan, Barker, Murphy, High, Sisson, Mumford, Clark, Burgess, Robertson, Adams, Sprackling, Donovan, Goldberg, Bohl, Ashbaugh, Aldorfer, Langdon, Sims and Rausch.

COOK AND CRUSON BOWL HIGH SCORE

DETROIT, Mich.—The standings today in the A. B. C. contests show a greater change than at any time during the tourney. In the two-man event, Cook and Cruson of Sebring, O., rolled a high score of 1203 for first place.

In the five-man team bowling none of the leaders have been deposed, but 11 of the Friday night's five-man teams topped the 900 mark, the Lord Listers leading with 927.

Today's program started at 8 o'clock with two-man teams, which will be followed by 10 squads of individual score.

Today's standing—Five-man teams, Colonials, Madison, Wis., 2803; Liberty, Rochester, N. Y., 2789; B. P. O. E. No. 31, Syracuse, N. Y., 2787; Bonds, Columbus, O., 2753; Greenwalds Five, Akron, O., 2720.

SAME CONDITIONS GOVERN B. A. A. RUN

The annual American Marathon run, conducted by the Boston Athletic Association on April 19, will be governed by the same condition as usual this spring. The announcement is made by George V. Brown of the B. A. A. The rules of the event, together with other conditions, have been mailed to all the leading amateur long-distance runners of the country.

The entry fee is \$1 and entries close with George V. Brown, Boston Athletic Association, Exeter street, Boston, Mass., April 14.

PENN WRESTLERS DEFEAT YALE

PHILADELPHIA—The wrestling team of the University of Pennsylvania upset all calculations with relation to the relative merits of the college teams by defeating the strong Yale contingent by the score of 4 bouts to 3 in the Quaker gymnasium Friday night.

KRAENZLEIN TO TRAIN MICHIGAN

Famous University of Pennsylvania Athlete Will Succeed Keene Fitzpatrick at Western Institution.

ANN ARBOR, Mich.—A. C. Kraenzlein, University of Pennsylvania, class of 1900, the greatest athlete ever turned out by any university, has been selected assistant physical director and coach of the athletic teams of the University of Michigan, to succeed Keene Fitzpatrick, who has resigned to become trainer for Princeton University. Coach Kraenzlein will assume his new duties next fall.

When in college Kraenzlein was the champion intercollegiate high and low hurdler and broad jumper. He made a record for point winning in the intercollegiate association never equalled and one that is bound to stand for some time. His greatest work was in 1900 when he won 18 points for his college. He took first in the 100-yard dash, the 120-high hurdles, the 220-low hurdles and second in the running broad jump. This is the greatest number of points ever scored by one athlete in any of these meets.

In the three years he represented Pennsylvania in the college meets he won eight first places which also bettered the individual record of any other athlete.

As a trainer he should prove successful, having received his instructions from Michael Murphy, who is undoubtedly the greatest athletic trainer in the world.

BOSTON AMERICAN SQUAD IN OHIO

CINCINNATI—The Boston American baseball squad, under the care of Manager Donovan, left here today on their trip to Hot Springs, Ark. The 25 players in the party are: Manager Donovan, Players Madden, Collins, Steele, Thompson and Barberich, Correspondents Mitchell, Flanagan, Shannon, Barrett, Nickerson, Casey, Goldsmith and Murnane, Col. Patrick Sheehan, William Cahill, Frank A. Appleton and Coleman Madden of Boston, James Dineen of Lawrence, Joseph Burns of Taunton, Trainer Charles Green, Pitchers Pape, Ehrman, Patrick Donohue and Harold Niles.

Pitchers Steele, Barberich and Thompson joined the party in New York. Thompson, purchased from Syracuse, is about the same build as Ray Collins and a modest looking fellow. Barberich is about the same size and style of Shortstop Charles Wagner. He says he is delighted to get a chance to show something for Boston. Elmer Steele was eager to make his annual declaration that he is bound to make good in the big league.

Mr. Donovan's idea is to take the 14 pitchers and two catchers to the training grounds one week ahead of the other members of the team, for pitchers as a rule have little knowledge of the work on a ball field outside the box.

Wright easily won his way to the final round Friday by defeating R. N. Dana of Pawtucket, R. I., in two straight sets 6-2, 6-1. The Pawtucket man proved to be no match for the ex-champion, who romped away with the sets in his old time style.

WRIGHT PLAYS IN FINAL ROUND

PALM BEACH, Fla.—C. R. Gardner of California met H. H. Hackett of New York in one of the semi-final matches of the national lawn tennis championship tournament of this state this morning, the winner playing B. C. Wright of Boston this afternoon in the final round for the title and trophy.

Wright easily won his way to the final round Friday by defeating R. N. Dana of Pawtucket, R. I., in two straight sets 6-2, 6-1. The Pawtucket man proved to be no match for the ex-champion, who romped away with the sets in his old time style.

CORNELL FENCING TEAM VICTORIOUS

PRINCETON, N. J.—The Princeton fencing team was easily defeated here Friday by the Cornell team by the score of 7 bouts to 2. The home fencers were outclassed by the visitors, Gardner being the only Princeton man to win.

The summary: Allison, Cornell, won from Wolf and Colver, but lost to Gardner, Princeton. Rees, Cornell, won from Colver, Wolf and Gardner, Princeton. Barr, Cornell, lost to Gardner, Princeton, and won from Wolf and Colver, Princeton.

HARVARD CREW MAKES CHANGES

Because of the ineligibility of Paul Newton to row, the Harvard varsity crew made two changes in the shell Friday. Cutler was advanced to the stroke position, formerly occupied by Newton, and Strong, No. 6 in the second, was placed in the same position on the first. Newton rowed No. 6 in the second. He was doing well at stroke, but Coach Wray did not consider it prudent to risk his failure at the next examinations, for in that event changes would be necessary immediately before a race.

WEPERS RESIGNS AS COACH

NEW YORK—After tonight's games B. J. Wepers will not coach the twenty-third regiment athletes. His resignation is in. His place will likely be filled by Coach Kjellander of the Pratt Institute track team. His successor, however, is not decided on definitely.

Wepers' reasons for leaving the Bedford avenue soldier boys have not been given out. It is even said he may not coach the New York Athletic Club team much longer.

FAST AMERICAN SWIMMER.



L. B. GOODWIN.
New York Athletic Club.

HOLLINS ELECTED FOR GOLF CAPTAIN

With six veterans who played in the intercollegiate golf tournament last fall, the Harvard golf team should be one of the strongest on record this spring. McKim Hollins '11, the star New York amateur, has been elected captain for the coming year, and will have under him two former Harvard golf captains, A. Sweeney '10, and W. F. Morgan, Jr., who was the favorite in the intercollegiate until defeated eligible on account of low scholarship. S. W. Sargent '11, who should prove one of the best men on the team with an improvement in his short game, D. H. Clark '12, captain of last year's freshman team, P. M. Smith '11, and M. Mac Arthur '11, both members of the varsity last fall, are the other veterans who will be candidates. C. L. Lanigan '10, will prove a valuable acquisition if he can spare the time from his duties as baseball captain.

Practice will begin at the Oakley Country Club the last of this month, and the first match will be played with the Oakley team early in April. Other matches will be held with the Brookline Country Club, the Fall River Golf Club and the Brae Burn Country Club.

NAVAL ELEVEN'S SCHEDULE OUT

ANNAPOLIS, Md.—After issuing the football schedule of the Naval Academy for next season, which contains nine games, all set for Saturdays, Head Coach Berrien said that Harvard and other big eastern colleges, as well as Michigan and Chicago and similar westerners, had been invited to come to Annapolis. He added that the schedule is an excellent one, as it permits the team to be developed gradually, and the Carlisle Indians come at a time when it is desired to know the strength of the team. The full schedule of games, all of which will be played at Annapolis except the final struggle with West Point, follows:

Oct. 1, St. John's; 8, Rutgers; 15, Washington and Jefferson; 22, Virginia Polytechnic Institute; 29, Western Reserve University.
Nov. 5, Lehigh University; 12, Carlisle Indians; 19, New York University; 26, West Point.

CLOSE CONTEST AT YALE IS EXPECTED

NEW HAVEN, Conn.—A close and hotly contested struggle is expected to night when the intercollegiate swimming meet will be held in Carnegie pool, teams from Yale, Princeton, Pennsylvania and the City College of New York being entered.

The chances of victory, based on the records of dual meets seem slightly to favor Yale, although the winner is by no means expected to affect a walk-away. The Yale team will be greatly handicapped by R. Loree's absence, as he was being counted on to win the plunge, and the inability of W. F. Howe to take part. Following the meet an exhibition of water polo will be given by two picked teams from the Yale squad.

MINNESOTA MAY RACE IN AFRICA

ST. PAUL—The Minnesota Boat Club is considering the invitation to send a team to the first international regatta in South Africa early next August. Guy Nickalls, one of England's greatest scullers, a member of the Leander crew, is responsible for the invitation. The Detroit Rowing Club, the Winnipeg club, the Vespers of Philadelphia and the New York Athletic Club are the other American crews invited.

JOHANSEN TO RACE DORANDO

NEW YORK—A telegram received here by Thure Johansen, the latest Marathon star, who established a new indoor record this week, announces a challenge from Dorando, who is in San Francisco. Johansen says that he will accept the challenge, and the race will probably be run over the full Marathon distance in New York about April 15. Ernie Hjertberg, manager for Johansen, wired Dorando, accepting the def.

DANIELS TAKES ANOTHER RECORD

Sets Up One New World's Mark and Two American in Winning 500-Yard Championship Title.

NEW YORK—C. M. Daniels of the New York Athletic Club added to his many championship titles at swimming Friday night when he won the national amateur athletic championship at 500 yards in the tank of the N. Y. A. C. in the fast time of 6m. 28s. This was 26 2-5s. faster than he did the distance a year ago.

He made three new records on his way to the championship, reaching the 250-yard mark in 2m. 55 3-5s., beating the old mark of 2m. 58 2-5s. made on Feb. 5, 1907. At the 300 yards the watches showed 3m. 35 3-5s., and this supplants the old mark of 3m. 38s. made three years ago. At 300 meters, Daniels was timed at 3m. 37 3-5s. These figures are not only an American but a world's record as well.

The only other event on the program was a soccer water polo game between the New York A. C. and the City A. C. The City A. C. won, 3 goals to 1. The summary:

500-yard swim, A. C. championship—Won by C. M. Daniels, New York A. C.; L. B. Goodwin, New York A. C., second; W. Aurbach, City A. C., third. Time, 6m. 28s.

RELAY TEAM IN MEET AT NEW YORK

Syracuse University Squad to Compete at One-Mile Intercollegiate Championship March 12.

SYRACUSE, N. Y.—The relay team of Syracuse University will take part in the one mile relay intercollegiate championship which is to be held in New York city on March 12. The event forms part of the program of the tenth annual indoor relay carnival held at Madison Square Garden by the Columbia University Track Athletic Association. Many college teams will take part—Harvard, Yale, Princeton, Columbia and Massachusetts Institute of Technology.

At the B. A. A. in February, Columbia's relay team won from Syracuse on a mishap, although the defeated runners were 15 yards ahead. Columbia refused to accept the trophies and as sportsmen asked for another race between the two teams above mentioned one is arranged for in the carnival.

On account of this extra race, the Syracuse team will be unable to compete at Buffalo against Michigan. The Syracuse relay team which recently defeated the championship team of Wesleyan, is composed of Preston D. Fogg '11, Henry A. Nivens '11, Charles A. Reidpath '12, and Percy A. Ross '11, with Thomas S. Leith '12 as substitute.

Coach Thomas F. Keane is preparing his track men for the indoor track meet which will be held at the University of Michigan to be held at Ann Arbor on March 19. Before this meet the annual intercollegiate meet will be held in the new gymnasium here.

This will give the men a good test before the Michigan meet. Last year the College of Applied Science won and the affair proved a large success as it kept many more men interested in track affairs and gave Coach Keane a line on his men.

VERMONT BALL SCHEDULE OUT

BURLINGTON, Vt.—The University of Vermont has approved the baseball schedule arranged by Manager H. R. Pierce for the coming season. There are 29 games, 12 of them being billed for the home diamond. New teams appearing on the schedule are West Point, Cornell, Bowdoin, Georgetown and Rochester. Harvard does not appear in the list, but a game has been arranged with Yale. The team will leave on its first trip March 31 for a series of eight games. The schedule follows:

April 1, Seton Hall College at South Orange, N. J.; 2, Franklin & Marshall at Lancaster, Penn.; 4, Pennsylvania State at State College, Pennsylvania; 5, Pennsylvania State at State College, Pennsylvania; 6, Bucknell at Lewisburg, Penn.; 7, Manhattan at New York; 8, Fordham at New York; 9, West Point at West Point, N. Y.; 14, Binghamton (N. Y. State League) at Binghamton; 15, Binghamton (N. Y. State League) at Binghamton; 16, Cornell at Ithaca; 20, Brown at Providence; 21, Massachusetts State Agricultural College at Amherst; 23, Yale at New Haven; 25, Maine at Burlington; 26, Bowdoin at Burlington; 27, Dartmouth at Hanover; 28, Tufts at Medford; 4, Holy Cross at Worcester; 7, Norwich at Burlington; 11, Colby at Burlington; 14, Dartmouth at Burlington; 15, Holy Cross at Burlington; 20, Tufts at Burlington; 23, Manhattan at Burlington; 25, Manhattan at Burlington; 28, Georgetown at Burlington; 30, Rochester at Amherst; June 2, Massachusetts State Agriculture College at Burlington.

MR. HAMLIN AGAIN TO CONFER TODAY

It was said this morning at the home of the Hon. Charles S. Hamlin that he would confer again today with Chairman Frederick J. Macleod of the Democratic state committee and members of the fourteenth congressional district committee relative to accepting the Democratic nomination from that district. Mr. Hamlin was undecided as to accepting after a two-hour conference with the committee late Friday.

YALE BASKETBALL SEASON ENDS WITH THREE VICTORIES

Twelve Defeats Credited to New Haven Five From Team Which Looked Excellent Last Fall.

MAY DROP THE GAME

NEW HAVEN, Conn.—When Yale ended her basketball season recently she had but three victories to her credit, having sustained 12 defeats. The outcome of the season's work was a great surprise as well as disappointment to all, for at the beginning of the season the prospects of a victorious team were never brighter. There was such an abundance of first-class material to choose from that many looked forward to the intercollegiate championship. Because of the lack of a coach, however, this wealth of material went for naught; individualism rather than team work proved to be the outcome. This season's work clearly showed that if Yale is ever to make a success of basketball she must have a coach.

It is clearly evident that interest in the game is fast waning at Yale; it may be dropped by another season. The direct cause of this is the poor showing that the teams of the past few years have made, even though there is considerable opposition to the game on other grounds. As the game is a financial success there is no reason why it should not always continue to be a recognized sport at Yale if better teams are developed in the future.

J. Finnissy, the center in the varsity five and last year's captain of the freshman team, has been elected captain for next season. Finnissy is a fast, brilliant player, having been chosen all-eastern captain this year. Before entering Yale he distinguished himself as one of Andover's best basketball players. No better man could have been chosen to lead a Yale team.

With Captain Finnissy center, Goodwin and Holden forwards, C. Murfey, Tomers and Wyle guards, all of this year's varsity, as a nucleus for next season's team, as well as the entire last freshman team to choose from, the prospects for a winning five could not be brighter. Among the freshmen, Captain Bomeisler, center; J. Rully and W. Osborn, forwards, are all players of unusual ability and should be seen on the varsity in another year. Richmond and Buns made of the second team, and Coates, Stackwether, Klinglind and Whitney of the freshmen are also very promising candidates. From the present outlook it appears that with satisfactory coaching a team can be developed that will save the game as well as do honor to Yale athletics.

CABINET OFFICER TO ARGUE OIL SUIT

WASHINGTON—Attorney-General George W. Wickersham has announced his intention of arguing for the government in the suit now before the supreme court for the dissolution of the Standard Oil Company. The case has been set for March 14.

The attorney-general arrives today in New York for a week's visit. While there he expects to devote considerable time to the preparation of this argument.

Frank B. Kellogg, special counsel for the government in the Standard Oil suit, has completed his brief in the case.

OUTDOOR BASEBALL AT HARVARD

The Harvard varsity baseball nine had outdoors practice Friday for the first time this season. Only the fielding candidates had an extended practice, for the ground was in poor condition. O'Flaherty, DeWindt and Minot are doing good work, though none have had previous experience on the varsity squad. Ernst and Babson are being tried out in the box.

YALE WINS IN DUAL MEET

NEW YORK—The New York University boys were outpointed by the Yale gymnastic team in a dual meet held Friday night in the local's gymnasium, Yale scoring 36 to its opponents' 16 points. Everard of Yale did wonders on the parallel bars and got first place. Kingsley of New York University, winner of the flying rings stunt, went through the exercise with great skill.

RELAY TEAM OF N. Y. A. C.

NEW YORK—The N. Y. A. C. relay team which will compete against four men from the Boston A. A. in the annual games of the Mercury-foot organization in Madison-square garden March 15, will consist of Gissing, Egan, McEntee and Bacon. Entries from Yale, Harvard, Princeton, Dartmouth, Pennsylvania, Syracuse, Columbia and Cornell have been received.

LIESE SENDS IN CONTRACT

The signed contract for 1910 of Fred R. Liese, the outfielder whom manager Fred Lake received from the Chicago Nationals as a part of the trade for Clarence Beaumont, was received Friday at the Boston National League Club.

RATIONAL GOLF

By Jason Rogers.

Difficulties of Handicapping. Before leaving the subject of handicaps altogether, it may be well to consider the arrangement of the holes at which strokes are to be taken when the handicap is given by this method. The custom is for each club to arrange these for itself, according to the plan most suited to its particular links and the general practice seems to be that where few strokes are taken they should be taken at fairly long holes, on the principle that the giver of the odds has at such holes a better chance of making up the handicap.

Apart from any question of the unfairness of this tendency to minimize the value of handicaps at every possible turn, it is altogether an error to suppose that it is easier to concede a stroke at a long hole than at a short one. It is true that at a long hole there is a better chance of the stroke being rendered valueless through the strong player getting down in two strokes less than his opponent; but, on the other hand, at the short hole the receiver of the stroke may easily find that it becomes of no use to him owing to his winning the hole without it. Again, at a hole of average length there is a fair chance of either of these things happening. In effect, it is practically immaterial at what hole the stroke is taken, since it is equally valuable at any.

In the case where strokes are given for a hole tournament or a hole match it is very material that the arrangement should be fairly symmetrical. It is the custom that in the event of a tie—even in a match played under handicap—the game should go on until one or other of the players wins a hole. If, therefore, the receiver of, say, three strokes were to take these at the first three holes, it is obvious that he possesses an enormous advantage should it come to the playing off of a tie.

Naturally no committee is likely to make an arrangement so glaring in its injustice, but they are not always careful to observe the general principle where the effect of a departure from it is not so noticeable. For instance, in one of the clubs of which I am a humble prop the custom is that the receiver of a single stroke takes it at the fourth hole, which is too early for fairness.

On the other hand, when the holes match is against bogey an entirely different scheme of giving strokes ought to be adopted. For in this case it is by no means a matter of indifference at which holes the strokes are to be received. For instance, a 340-yards hole is commonly put down as a bogey 5, but it is just the sort of hole at which a moderately good player would hope to get a 4, and therefore to allow him one of his strokes at such a hole is of something the same degree of folly as carrying coals to Newcastle.

By this means no player receives at stroke at any hole where another man with a longer handicap than himself receives none.

And so, as Pepy says, to bed! I do not blame you if perchance I have only succeeded in convincing you that it is better to suffer injustice than to take the elaborate consideration which perfect justice demands. But at the very least I may hope to have supplied the unfortunate with a new kind of explanation when things go wrong. Farewell!

"Correct Dress for Men."

Auto Show
Toggery for
Gentlemen

"Benjamin"—Dress Clothes

Evening Dress Suits—Silk Lined
\$40 and \$50

Tuxedo Coats
\$20, \$25, \$30

Evening Dress and Tuxedo Waistcoats
\$3.50, \$5, \$7.50

Dress and Tuxedo Neckwear
Collars, Handkerchiefs
Mufflers, Gloves

Knox Silk and Opera Hats
\$6, \$8, \$10

Richardson's
Correct Dress for Men.

388 Washington Street, Boston

Lending Library W.B. Clarke Co
All the new novels.
2c per day 26 and 28 Tremont St.

CALL PHILADELPHIA GENERAL STRIKE TO AID CAR EMPLOYEES

(Continued from Page One.)

labor committee received word from the secretary of the carmen's union that the last effort to secure arbitration had failed.

Friday night mobs attacked scores of street cars. Two persons, a man and a boy, were shot. Others were beaten by policemen.

There are 8000 regular and city policemen on strike duty and if they cannot cope with the situation the entire body of state troops will be rushed into Philadelphia. Director of Public Safety Clay early today said he thought he had the situation well in hand and did not expect to have to call upon the troops. Others do not take so optimistic a view of the situation, declaring that the great number of strikers will be augmented today by thousands of other union men who have not been called on strike, but who will be on the streets this afternoon, Saturday being a half holiday in all trades in Philadelphia.

Baldwin locomotive works, Brills car works and Cramps shipyards, three of the largest concerns in the country, are not so seriously affected, employing few union men.

The strike leaders declare they are receiving from all sections of the country promise of financial and moral support. Officials of the street car company, in their turn, show scores of telegrams and letters from manufacturers and organizations all over the country, urging them to stand fast against the demands of union labor.

Philadelphia Typographical Union No. 2 will not participate in the general strike. The question was referred to a committee of five, which decided against going out.

Demand Presented to Roads by Firemen and Engineers

NEW YORK—Demands of the members of the Brotherhood of Locomotive Engineers and Firemen on the eastern railroads for an increase of wages from \$2.00 to \$3 a day and changes in working rules have been served on J. C. Stewart, vice-president and general manager of the Erie railway, who is chairman of the General Managers Association, by W. S. Carter of the brotherhood. The increase is asked from all of the railroad systems of the East and an immediate conference on the matter is proposed.

Mr. Stewart says that he and the other general managers will probably advise the brotherhood that they are willing to confer with committees from their own employees on the matter. They are willing to discuss the matter, he said, but with their own men. This is declared to be what the brotherhood does not desire, as it wants a general conference with the managers. It was estimated Friday that 50,000 men are affected by the increase demanded.

Arbiters Working on Peace Solution of B. & O. Dispute

BALTIMORE, Md.—The wage issue between the Baltimore & Ohio railroad and its conductors and trainmen is now in the hands of Chairman Knapp of the interstate commerce commission and Commissioner of Labor Neill acting as a board of mediation at the request of President Willard of the railroad company.

After a conference touching the side of the men in the controversy, the mediators met the railroad officials and went into the matter thoroughly with them. Just prior to taking a late train back to Washington Friday night they again met the committee representing the men. All that could be learned of the results of these three meetings pertained to the last, and that was that the time limit set by the men (until today) within which they would expect concessions from the railroad or declare a strike, had been extended out of courtesy to the mediators. This extension is without precedent.

There is good reason to say that both President Willard and Messrs. Knapp and Neill believe there are excellent grounds for anticipating a solution of the existing differences.

The Baltimore & Ohio locomotive engineers and the firemen have presented to the officers of that company a request for revision in the schedule of wages.

GLOVER TRIAL SET AGAIN FOR MONDAY

The Glover will case will be continued next Monday afternoon in the Middlesex probate court at East Cambridge before Judge McIntire, probably with Mrs. Lillian M. Glover still on the witness stand for further examination.

Attorney John J. Scott finished his examination Friday and gave way to Jesse M. Gove, who did not finish. Mrs. Glover stated that she and her brother purchased the Waltham house together for \$5500, that she owned the laundry business and machinery and that her husband owned the building. Mr. Gove questioned the witness concerning the search of the house.

NAMED TO CARE FOR ESTATE.

Charles F. Shattuck of Winchester was appointed today to look after the estate of Mrs. Mary H. Cooke by Judge Charles J. McIntire of the East Cambridge probate court.

BALLINGER PROBE FINDS NEW ANGLE

Mr. Vertrees Intends to Determine Part Played by the Publicity Bureau in Pinchot Crusade.

WASHINGTON—Just what part the publicity bureau of the forest service played in spreading the Pinchot conservation propaganda is one of the points which Atty. J. J. Vertrees, counsel for Secretary Ballinger, intends to have made public before the congressional investigating committee.

Former Reporter Pinchot today produced a decision by the attorney-general under which he claims the newspaper campaign of the service was authorized, despite the prohibition in the last appropriation bill designed by congressmen to curtail the service's press department. Inasmuch as Mr. Pinchot's idea of conservation differs, according to his testimony, from that of Secretary Ballinger, Attorney Vertrees thinks maybe there may be some interesting developments.

Mr. Vertrees today requested subpoenas for the appearance before the committee of Elmer E. Todd, United States attorney at Seattle, and Special Agent G. A. Parks. By the first witness, counsel for Mr. Ballinger hopes to prove that the testimony given by Special Agent Jones and L. R. Glavis as to the latter's reason for not instituting criminal prosecution in the Alaska coal cases was false. Mr. Parks is called to prove the contention of the "defense" that he accompanied the assistant custodian of the Seattle federal building when Mr. Glavis' private box was first discovered and that he did not place therein the two Cunningham letters, afterward alleged to have been found in the box by A. Christensen.

Mr. Vertrees asked Mr. Pinchot whether or not former President Roosevelt had taken the same attitude in regard to the Gale and other Alaskan bills as that of Secretary Ballinger.

The questioning as to the exact terms of the Gale bill was designed to bring out of the witness its connection with one of the three misstatements of fact made by Secretary Ballinger to the President, as charged by Mr. Pinchot.

The "prosecution" claims that the Gale bill would have validated the Cunningham claims and that Mr. Ballinger's appearance before the House committee favoring it was the principle proof of the "three misstatements." One of these alleged misstatements was that Mr. Ballinger had sent to the President a statement that he never appeared before a committee urging action favoring these claims. Mr. Vertrees failed to shake Mr. Pinchot on this.

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CROSS-EXAMINE MR. ALLDS NEXT

ALBANY, N. Y.—Interest in the Conger-Allds bribery investigation when the state Senate reconvenes next Tuesday centers in the cross-examination of Senator Jotham P. Allds. Mr. Allds Friday voluntarily opened his bankbooks and the records of his business transactions for the past nine years, and defied his accusers to find there anything to strengthen their assertion that in 1901 he took a \$1000 bribe for influencing legislation.

He defiantly admitted that he was retained as attorney by the New York Central and Lackawanna railroads, two of the most important corporations in the state.

RUSSELL HEARING OFF TILL MONDAY

William C. Russell, one of the respondents in the Russell case, again is expected to occupy the witness stand when the case is resumed Monday before Judge Lawton in the Middlesex probate court at East Cambridge. Mr. Russell has been testifying since Monday afternoon.

The testimony of the witness late Friday consisted of the identification of postal cards, a description of the furnishings of the music room, the stairways, the attic and different floors of the Russell house in Melrose prior to 1885.

STEAMSHIP LINES IN RAILROAD BILL

WASHINGTON—Steamship lines will be included in the paragraph prohibiting transportation corporations from acquiring interest in the capital stock of competing lines. This decision was reached by the House interstate commerce committee today on a party vote. An amendment offered by Representative Richardson (Dem., Ala.), to secure the physical valuation of railroads was lost.

MILLIONS IN NEW YORK CITY IDLE PUBLIC LAND HOLDINGS

NEW YORK—Quick response has come to a call from the sinking fund commission for reports from the city departments as to unused land owned by the city. The departmental reports show that the city possesses property of an aggregate value of at least \$30,000,000, which is practically going to waste.

These are some of the more important sites: Jerome Park reservoir, and grounds, 135 acres; old Twenty-third street armory and site of City College; old police headquarters; site of old board of education building; sites of five lighting plants; six plots bought for school board warehouse purposes; 43 unimproved school sites, and several other minor sites acquired from time to time for purposes to which they have never been put.

Mayor Gaynor, it is learned, is shortly

to look into the matter of unimproved school sites in possession of the board of education to determine whether part-time classes cannot be lessened by the speedy construction of new buildings.

Information has reached the mayor that not a school has been started in two years, and that of all the buildings which have been under construction all but two are occupied. Unless the erection of more schools is started at once more than 100,000 children will be on part time two years from now. Jan. 1 the number of children on part time was 48,051.

School attendance increases 35,000 a year, and as it requires from 18 months to two years to build schools, 70,000 more children will be unprovided with seats unless the city at once begins to use some of its 43 available sites.

SERVICE INCREASE TO AUBURNDALE IS REFUSED BY BOARD

The railroad commissioners in an order issued today decline to grant the petition of residents of Newton for additional service on the Middlesex & Boston street railway system between Center street, Newton, and Auburndale; the board does, however, find a demand for increased service to and from the Brae Burn Country Club, when events are taking place there, and recommends that an improved service be installed.

The order of the board says:

"The petitioners complain of the infrequency of car service on the Auburndale line after 7:30 p. m., and it appeared that the service was half-hourly during the winter season. At the hearing the company agreed to restore the 15 minute service between Lake and Center streets, which is now in operation. At the request of the board the company filed reports showing the amount of traffic after 7:10 p. m. for 10 days in both directions. A study of these returns, taken in connection with the service already restored, does not show a sufficient demand of the traveling public for the restoration of the 15-minute service from Center street to Auburndale.

"A demand is disclosed, however, for additional service to and from the Brae Burn Country Club upon occasions when sports or other events are taking place."

The board approved a change in the location of the Battery station of the Boston, Revere Beach & Lynn railroad in Winthrop, the new location to be about 200 feet to the south and across the tracks from the present site.

Other orders issued today approve the location of bridges over the Central Massachusetts branch of the Boston & Maine railroad in Weston and over the Nashua & Lowell railroad at School and Walker streets, Lowell, the height of the bridge above the tracks being 16 feet in each case.

COLEMAN TALKS TO MR. PELLETIER

George W. Coleman, former bookkeeper of the Cambridge National City Bank, who is held for the grand jury in connection with the deficit in the funds of that bank, went to the office of Dist. Atty. Joseph C. Pelletier today and is understood to have given information regarding faro swindling in Boston, of which Coleman is supposed to have been a victim.

Police Inspector George M. Robinson of the Boston bank squad held a conference this afternoon with Special Agent Fred Schmidt of the department of justice in District Attorney French's office in the Federal building relative to a letter containing checks supposed to have been handled by Coleman and now astray.

National Bank Examiner Samuel M. Hann of Baltimore stated today that he will return to Washington on Monday and immediately make his report. Receiver John L. Bates said that he expected to have his report on the condition of the bank ready by the latter part of next week. He will report to Comptroller of Currency Murray.

Bail has not yet been secured for Wilson W. Lockhart of Belmont, who was held Friday in \$30,000 bail for a hearing Monday.

PRIMARY FIGHT FOR WAKEFIELD

WAKEFIELD, Mass.—The abolishment of the primaries in connection with local elections in this town is to be advocated. There are more candidates in the field for town office next Monday than there were in the citizens caucus, and this fact, citizens and a number of the candidates declare, is proof of its uselessness.

With the exception of Charles L. Churchill all the defeated candidates for selectmen have filed nomination papers and the former list of eight is made complete by the candidacy of John F. Mahoney. The caucus nominees are J. Fred Parker, Andrew G. Anderson, Cornelius Donovan, George E. Walker and Ernest Mortimer, with Albert C. Goodwin and John J. Foley and Mr. Mahoney as opponents.

LEAVES BIG SUM FOR CHARITY. GLOUCESTER, Mass.—The provisions of the will of the late Peter Chisholm include a bequest of \$10,000 to the Associated Charities of this city.

PROPOSE TO USE CANAL FOR ROAD

NEWARK, N. J.—If the New Jersey Legislature abandons the Morris canal, which it is practically certain to do, the canal bed will become the property of the Public Service Corporation of the state and will be turned to good purpose by the construction over it of a high speed electric railway from here to Morristown. Engineers say it would be a feasible plan to connect by subway the proposed railway with the Pennsylvania high power electric road, the terminal station of which will be erected within a stone's throw of the canal in Newark.

The Public Service Corporation, it is understood, stands ready to buy the canal as soon as the state right in the artificial waterway is settled and the canal itself abandoned, so that a clear and perfect title could be secured.

The present value of the canal property is in the neighborhood of \$80,000, but it is understood that the present owners would like to rid themselves of the "elephant," as the canal has been characterized, for half that amount.

Reasons for the apparent sacrifice lie in the fact that the taxes on the property now run about \$2,000,000 a year, and it is argued that only a few years would eat up an amount equal to that which the so-called sacrifice would entail.

ASK SHOEMAKING SCHOOL COURSES

BROCKTON, Mass.—Don C. Bliss, superintendent of schools, will today visit David Snedden of the Massachusetts state board of education and Mr. Presser of the industrial department of the board in the hope of making arrangements for these men to address a public meeting in Brockton to be called to discuss the advantages of industrial schools.

Superintendent Bliss says that the plan is to teach shoemaking in the schools. "We are pioneers, so far as this industry is concerned," he says. "We are obliged to secure all our data from foreign schools, particularly those of Germany. We are fortunate in having men in Brockton conversant with the intricacies of shoemaking."

YALE DISCUSSES NEGRO QUESTION

NEW HAVEN, Conn.—Much discussion is today following the views of Secretary of War Dickinson on the negro question in the South, expressed before the annual banquet of the Yale Southern Club Friday evening. His declaration that the negro question is today as serious, generally speaking, as was the slavery issue in 1861, was sufficiently radical to suit even the ultra-radicals at the banquet.

TESTS SUBMARINE BELLS.

To test the working of submarine signals at Chebucto head, Sambro buoy and Boston lights, H. J. W. Fay, an official of the Submarine Bell Company, made the trip from Halifax, N. S., to this port on the Allan liner Pretorian, Capt. Edward Pitts, which arrived today from Glasgow and Morille, via Halifax. The Pretorian is equipped with the submarine receiving sounder. Mr. Fay said the tests were satisfactory.

NEW WINCHESTER TAX RATE.

WINCHESTER, Mass.—Indications are that the tax rate of Winchester for this year will be \$17 per thousand; last year the rate was \$16.20. The appropriation committee has estimated that \$17,312 will be required for the expenses of all departments this year, compared with \$157,052 in 1909.

LOUIS JAMES PASSES ON.

HELENA, Mont.—Louis James of Monmouth Beach, N. J., one of the best-known actors on the American stage, passed away here today. He was a recognized authority on Shakespeare.

WINTHROP HOLDS A RALLY.

A rally by the Winthrop Town Government Association candidates for town office was held Friday night at Winthrop beach. Henry B. Fisk presided.

PARTY LEADER PASSES AWAY.

PROVIDENCE, R. I.—Ex-Senator Albert W. Burgess, Republican veteran leader in Foster and Scituate, has passed away here.

CALL GERMANTOWN MEETING.

The Germantown Citizens Association will hold its regular monthly meeting in Saunders hall, Germantown, Sunday afternoon.

Tremont St.
Near West

Chandler & Co.

Tremont St.
Near West

NEW DRESSES

In the new dresses, Foulards are most conspicuous. Nearly every Foulard dress is either made to order from fine Paris Foulards, in many instances imported direct by Chandler & Co., or in Foulards confined to them, both as to pattern of material and style of dress.

The afternoon and dinner dresses, party dresses and reception gowns, and decolette gowns are most fascinating. Many are after models that only left Paris six or eight weeks ago.

NEW SUITS

Chandler & Co.'s position in regard to Suits of the finer qualities is an important one—Their strength in this line enables them to secure exclusively the first selection of some of the finest lines that are made.

This spring the suits are more attractive than ever—the fabrics were never as becoming—the shades of color were never more fascinating, and the style of the garments reflects the greatest of credit on the Paris designers.

NEW SILKS

If one were in Paris and visited the salon of any of the great Paris silk establishments, the fascinating display of beautiful Foulards would be almost bewildering.

Chandler & Co.'s display is equally as strong and equally as attractive and it comprehends most all of the identical attractive and new designs that would be found today in the silk exhibit of a Paris establishment.

For Next Week the Following Specials:

Crepe de Chine from Paris—Not all colors, but every color in a beautiful shade—Too late for duplication this spring, the goods remaining in stock will be closed out. Double width and beautiful French quality that sells for 2.50. Price 1.00

A Foulard Silk Special, only about 25 pieces, all double width, all in new colors and nearly all shades. Price..... 1.50

Of unusually fine quality and the price is equivalent to only 75c a yard for single width.

2000 yards Pongee Mandarin in the new crepe weave, colors light blue, pink, natural, navy, Copenhagen, wistaria, helio, black and white. Value 1.25 yard. Price..... 85c

7.50
8.50
10.00

White Skirts 4.95

In eighteen of the most fashionable new styles

White Lingerie Skirts that retail at very much higher prices are made from the same qualities of materials as are used in these skirts; the workmanship and finish are the finest to be had no matter what the price. The embroidered designs are as beautiful and elaborate as those used in the most expensive lingerie.

Chandler & Co. are most fortunate in this purchase. The manufacturer had on hand a surplus of his finest embroideries and laces, too expensive for his regular designs. He offered to make them into skirts at a price, providing Chandler & Co. would take the entire lot. There was about enough for 636 skirts.

4.95—636 New Lingerie Skirts—4.95

Jewelry from France

Of the quality found in the fashionable shops of Paris.

Discounts of 1-3 to 1-2

This jewelry is of a quality, workmanship, fashion and style fitting to be worn with real jewels.

Beautiful Jeweled Coronation Braid Pins

Quite the most popular of all the novelties in jewelry this season. There are over 400 of these most stylish pins and they are in the most attractive shapes and designs to be found in Paris. In both shell and amber color, of the finest quality, with hand-cut rhinestones and pearls in platinum or silver. The values are \$2.50, \$3.00, \$4.00, \$4.50 to \$6.00. All marked..... 1.50

Value	Price	Value	Price
20 Pairs Solid Gold Cuff Links..... 2.50	1.50	98 French Gray and Gilt Hat Pins with coral settings..... 1.00	50c
5 Shell Back Combs, heavy gold mountings..... 7.00	3.50	15 Cut Rhinestones, set with pearls, amethysts, emeralds, etc. 9.00 to 10.50	4.95
79 Cut Jet Neck Chains..... 1.00, 1.50	50c	88 Shell and Amber Back Combs 1.00 to 2.00	35c
300 Dutch Collar Pins, set with assorted stones..... 2.00 to 3.00	1.00	138 Fancy, Plain and Carved Barrettes 1.00 to 2.00	35c
7 Beautiful Cut Rhinestone Pins, set in sterling silver with heavy gold plate..... 18.00 to 25.00	12.50	30 Solid Gold Fancy Brooch Pins, set with real stones..... 3.50 to 5.00	1.25
55 Cut Jet Barrettes..... 1.50	50c	9 French Gray Neck Chains, with cut topaz pendant..... 5.00	1.95
38 Cut Jet Ball Hair Pins..... 2.25 to 3.00	1.00	75 Beautiful Jeweled Pendants, 5.00 to 12.50	3.95
Small Solid Gold Hearts..... 2.00	1.00	Drop and Loop Earrings in pearl, turquoise, amethyst and pearl, 6.00 to 8.75	4.00
50 Pairs Fine Cut Jet Earrings, with jet pendants..... 1.50	75c	300 Sterling Silver Pendants, heavy gold plate, set with assorted semi-precious stones. 3.00	95c
Buckles..... 5.50 to 8.50	3.75	300 Fancy Brooch Pins..... 1.00 to 1.50	50c
Jet LaValieres..... 5.50 to 8.50	3.75	130 Cloisonne Bar Pins..... 65c	35c
6 Jet Bracelets..... 3.50 to 5.50	2.50	3 Jeweled Fancy Hair Pins..... 10.50	6.00
25 Long Jet Guard Chains..... 1.50	50c	3 Fancy Evening Combs, 12.50 to 18.50	9.00
100 Fancy Jeweled Hat Pins, 75c to 1.50	25c		
8 Cut Rhinestone Barrettes 18.00 to 25.00	12.50		
12 Rhinestone Buckles..... 3.50 to 5.00	2.50		
20 Fancy Cut Jet Hearts..... 6.50	3.00		
30 Fancy Cut Jet Hearts..... 2.50	1.50		
50 Jet Horseshoe Pins..... 1.00	50c		

10.00 Silk Batiste Corsets 3.95

Made by the celebrated Ivy Corset Co.

4 New Spring Models, of Brocaded Silk Batiste, in light blue, light pink, white and pink, white and blue and white with pink, also white broches.

COMING EVENTS AT THE CITY CLUB

The Boston City Club has issued a notice of events to be given at the club auditorium on the following dates, at 8 p. m.:

March 10, the Hon. Nathan Mathews, Jr., and Eugene N. Foss will discuss the federal amendment relating to income tax; March 17, Norman Hapgood of New York will lecture on "The Ballinger Investigation"; March 24, "Kommers" night; March 31, Dr. Charles W. Eliot will discuss the relations of the civil service commission to appointments in Boston and vicinity; Grafton D. Cushing will participate in the discussion and George U. Crocker, formerly of the Boston finance commission, will preside.

SAVED BY FENDER IN SOUTH BOSTON

A new fender which the Boston Elevated Railway Company is trying out on some of its cars, added to the quickness of a motorman, saved 8-year-old John Griffin of 212 West Fourth street, South Boston, Friday night.

STATEMENT ON BANK SHORTAGE.

State Bank Commissioner Chapin in a statement relating to the Union Institution for Savings and the alleged larceny from it of \$1200 by Teller John H. Cullen, says that the bank has so large a surplus that the loss will make no difference to the depositors. Also that the deputy commissioner, C. A. Evans will make an examination next week.

ASTOR DIVORCE MADE FINAL.

NEW YORK—The signing Friday of the interlocutory decree of divorce previously granted to Mrs. Ava Willing Astor from her husband, Col. John Jacob Astor, permits Mrs. Astor to remarry, but forbids the colonel from doing so.

LEHIGH VALLEY TRAIN DERAILED.

SOUTH BETHLEHEM, Pa.—Running into a landslide on a curve at Redington today, Lehigh Valley train No. 2, made up of Pullmans, en route from Buffalo to New York, was derailed. There were no fatalities.

READING CARMEN GET RAISE.

READING, Pa.—Announcement was made by the local street car company today that the wages of all employees, motormen and conductors on trolley cars will be increased 25 cents a day.

FORCES ARE LINING UP FOR HEARING ON TAXATION CHANGE

The next hearing on the constitutional amendment to permit classification of property for the purposes of taxation will be held on Tuesday morning, March 15, at 10:30 o'clock in room 436 at the State House, as announced by the Legislature committee on taxation. The Boston Chamber of Commerce and the Merchants and Manufacturers committee on tax laws, of which Arthur H. Lowe of the Parkhill Mills, Pittsburg, is chairman, and other influential commercial bodies have conducted a vigorous campaign for the amendment.

Much opposition has come from certain interests in Boston, chiefly from bankers who are booming an artificial market for tax exempt stocks, in which trustees and others who are forced to declare their holdings must invest. Those who advocate the amendment say that in the taxation of machinery, of forest lands and of intangible property the present system has proved unenforceable and that no adequate reform can be passed without the amendment sought.

The amendment passed the last Legislature and if acted upon favorably by the present Legislature, will be submitted to the people at the state election next fall. A special commission appointed last year reported adversely on it. The Boston Chamber of Commerce believes that the real issue was not grasped by this commission, and that the report will not stand in the way of taxation reform.

Many prominent members of the chamber and of the merchants' and manufacturers' committee on tax laws, which is a committee composed of men representing nearly one half of the capital invested in manufacturing in this state will be at the hearing in order to present their views to the committee and urge the adoption of the amendment. In a statement issued by the merchants' and manufacturers' committee on tax laws it says:

"The present system of taxing all kinds of property at the same rate has proved unsuccessful. Few will deny that the existing laws are not enforced and cannot be enforced without serious injury to the industrial development of the state. Movable capital will inevitably seek that community where it is most favorably treated, and, in competition with other states which encourage the development of industry by reduced taxation upon manufacturing capital and capital seeking investment in securities, strict enforcement of our present laws places us at a serious disadvantage. Failure to enforce the law produces dangerous discontent. Few dispute that the present system needs a remedy.

"The only serious objection that has been raised to the amendment is that it may permit socialist taxes. Every tax of this nature, which has been specified, falls into one or two groups: (a) an excise tax, (b) an income tax.

"Excise taxes are levied under a different clause in the constitution from that which is to be amended. The states are now opposing the grant to Congress of power to levy an income tax, because they want to reserve the right to levy one themselves. The real protection against confiscatory taxes must inevitably be in the decisions of our courts on the 'reasonableness' of any tax whether a direct tax or an excise."

REPORTS ON BILLS FILED FOR MONDAY

These committee reports have been filed with Clerk Kimball of the House of Representatives, for presentation to the House on Monday:

Education—Leave to withdraw on a bill giving the state board of education supervision of the preliminary and professional education of colleges of medicine, dentistry and pharmacy.

Mercantile affairs—An order requesting that the commission to be appointed to investigate the cost of living consider also the subject matter contained in a petition of Mrs. Anna T. Steiner asking for an investigation of the sale of coal at retail.

Legal affairs—Leave to withdraw on a bill to regulate interest charges by pawnbrokers.

Legal affairs—Leave to withdraw on a bill providing that the cost of making plans and surveys may be included in the bill of costs in the trial of cases.

Education—Leave to withdraw on the bill to require the payment of a fee for the use of schoolrooms in the city of Boston for lunch rooms.

Public service—Leave to withdraw on a bill providing that persons convicted of a crime and being debarred thereby from taking civil service examinations, may be eligible after five years of good behavior.

Education—A bill making an allowance to the state board of education for rent, traveling and other necessary expenses of the board, based upon a petition of Chairman Frederick P. Fish.

Education—Leave to withdraw on a bill authorizing boards of health in towns to appoint and assign school physicians.

Education—Leave to withdraw on a bill authorizing the state board of education to prepare a code of medical instruction in the public schools.

JURY PRESENTS BOOK TO JUDGE. DEDHAM, Mass.—The jurors in the Norfolk county superior court, the term of which ended Friday, presented to Judge Crosby a fine edition of "The Life of Lincoln." The jurors will visit the state prison at Charlestown today and dine at the United States hotel late in the afternoon.

A DECIDED NOVELTY IN

Women's Belts

New black beaded pendant belts, made of elastic and embellished with small beads and fancy cut jet pendant

1.50 and 2.00

Jordan Marsh Company

Remember: On account of our large volume of sales, styles are always new, merchandise fresh and values better here than can be found elsewhere

AN EXCLUSIVE IMPORTATION IN

Women's Hosiery

New lisle thread drop-stitch hose, with embroidered dots of different colors

Price 1.25

New Merchandise for Spring Abounds on Every Floor of this Establishment Particularly is this Plentifulness Evident in the Apparel Sections, which are Now Splendidly Stocked with the Choicest Productions of Europe to Meet the Demands Coincident with an Early Easter

Women's Costumes for Spring

In this section is found original and reproductions from the celebrated modistes of Paris; also the newest ideas from the foremost makers in the United States. It is a display that cannot be duplicated elsewhere for beauty, style or moderation in prices. Our assortment is now complete and more comprehensive than ever.

New Spring Costumes with full kilt flounce, tunic and bodice of imported foulard, finished with new border effect, especially featured at 65.00.

Other Spring Costumes from 10.50 to 300.00.

Women's Millinery for Spring

In our enchanting Millinery salon is an array of fine headwear which brings joy to the feminine heart. We send our buyers to the European fashion centers *twice each year*, which means that our display contains all that is new, novel and stylish, and exclusive models impossible to be seen elsewhere in this country.

New Spring Millinery Beautiful evening hats in French tulle, elaborately trimmed with Egyptian ostrich plumes, which we feature at 10.00 to 75.00.

Also the Finest Display of Chantecler Models in the City

Women's Suits for Spring

Beautiful and fascinating is our Spring display of Women's Tailored Suits, with its many new materials and new style features, brought out by the foremost makers in the country. Our policy is not to stock up heavily on a few models, but to have the largest display in New England of different and exclusive designs.

New Spring Suits in black and white hairline stripe French serge, especially featured at 65.00.

Other Spring Suits from 15.00 to 150.00

Women's Coats for Spring

Such a magnificent display of Coats—so many different models—so many distinctive style features—were never seen in Boston before. A visit to our coat section on the second floor will prove especially interesting to those who appreciate exclusiveness in style.

New Spring Coats in homespuns and black and white checks are especially featured at 18.50 to 45.00

Other Women's Coats from 7.50 to 225.00

Women's Skirts for Spring

If there are any women in Boston who are not familiar with our extensive Skirt section, we call their attention to the fact that we display the largest assortment in the city of ultra-stylish garments in positively the newest styles and materials that are in vogue in New York and Paris.

New Spring Skirts in new silk-lined best quality voile, plain tailored, plaited and tunic effects, especially featured at 15.00 to 30.00.

Other styles from 2.95 to 45.00

Women's Shoes for Spring

Our Women's Shoe Section, with its new location on the third floor, Summer street side, main building, is greater by far in size and has finer appointments than any other women's shoe store in New England. New fixtures and more room mean quicker service.

New Spring Styles The satinette pump for street wear—the latest craze in New York and Paris—especially featured at, a pair, 5.00.

Other Women's Shoes from 3.00 to 7.00 a pair.

Women's Waists for Spring

Very appealing in their dainty beauty is our magnificent showing of Women's Cotton, Lace and Silk Waists, revealing every style indication for 1910 in the largest variety ever shown in Boston. Wonderful, indeed, is the scope of this section, containing, as it does, a selection from the modest, inexpensive cotton waist to the finest imported hand-made lace waist.

New Spring Waists New Chantilly lace waist, with amethyst-colored yoke and cuffs of fine Oriental lace and gold trimmings, especially featured at 25.00.

Other Spring Waists from 1.95 to 75.00

Women's Gloves for Spring

This is essentially Boston's premier store for the display and sale of Women's Fine Gloves. Each year our buyer returns from his trip abroad with the finest gloves produced in all their numerous correct styles.

New Spring Styles in the immensely popular White Kid Gloves in all the desired lengths, especially featured at 1.95 to 5.00.

Many other styles in Women's Gloves from 50c to 6.00

Women's Negligees for Spring

One large section of this great store is devoted expressly to the display of attractive creations in negligees, kimonos and dressing sacques. An amazing exhibition of beautiful, harmonious colorings in all that is distinctively new and novel in articles for lounging wear.

New Spring Negligees in pink, navy and tan messaline, with sunburst plaiting and handsome Persian border, specially featured at 22.50.

Other Spring Negligees at 3.00 to 60.00.

Women's Neckwear for Spring

Our extensive display of Women's Neckwear is one of the feature exhibits of this great establishment. This section is fully twice as large as any other women's neckwear department in New England. All the newest foreign and domestic ideas are shown in the largest variety.

New Spring Styles in Dutch collars of pure linen, hand embroidered and lace trimmed, are especially featured at 75c to 5.00.

Many handsome effects in Women's Neckwear from 25c to 25.00.

LEADERS OF AMERICAN INDEPENDENCE

VIII.—The Merchant Patriot, John Hancock

BY ERNEST C. MOSES.



THE EVACUATION OF BOSTON, MARCH, 17, 1776.

Reproduced from one of the engravings illustrating Abbott's "Lives of the Presidents," the engraving drawn by L. Hollis.

IN the present cloudy day of illegal ambitions, it often seems easy for men of the business world to barter their birthrights of manhood for the fleshpots of Egypt. We know that today loyalty to our best social and political foundations is not a shattered ideal; but we are nevertheless often refreshed by turning from the events of current history to our earlier chronicles, and thus finding the substantial basis for confidence in our national destiny. It is indeed one of the radiant facts of our "golden age" that this basis for hope and expectation is just as available today as it was in the era of American independence.

When we note the common betrayals of obligations to the sordid, unsatisfying cravings of greed by the stewards of society in modern business life, we wonder if the providers of this age have failed to read the luminous pages of American history. Possibly some of the grand captains of our modern business life have read the records through academic eyes, closed the book and concluded that the ideals of justice, benevolence and patriotism which animated the leaders of American independence are no longer necessary or available in our own period of revolutionary progress.

But, there are fetters and manacles in human relations today, just as detrimental to the demands of higher civilization as were the alleged powers of Britain to illegally tax the American colonies in 1765. The modern business and social world as much needs liberation from refined and subtle evil inventions, through the honest consecration of good business men to the public weal, as the colonies needed in the days of the Stamp Act. The despotic exactions then came from a mistaken royal ministry across the sea; today they rise from business men among our own numbers who would place the exacting stamp of greed in artificial prices for many of the articles of daily necessity. Because of these conditions, the mercantile world of 1910 does indeed need the encouragement and lessons of unselfish devotion to public and social interests which were displayed by the patriots of business life in the independence period.

Among the noble characters written into our national and commercial history with indelible tracings of grandeur and self-sacrifice for the common good is the unfading life-work of John Hancock, merchant prince and patriot, of Boston. Let us renew our acquaintance with the aristocratic importer who was called "the Alcibiades of the rebellious little Puritan town" in Massachusetts. His memory holds much of instruction and of encouragement to all modern business men who would break through their limitations into larger fields of civic duty and expansive benevolence.

Aspiration of the characters of the great founders of our national life accomplishes nothing. The recognition and contemplation of the good they brought out should broaden the horizons of individual patriotism and thus enlarge the

(Continued on Page 16, Column One.)



INDEPENDENCE HALL IN 1776.

Where Hancock placed his famous signature to the Declaration of Independence.



JOHN HANCOCK.

Patriot merchant of Boston, whose labors helped crown with success the great cause of American freedom.

ALASKA COAL LANDS SOUGHT BY SCORES OF DETROIT PEOPLE

WASHINGTON—Louis R. Glavis, the young man who is one of the principals in the Ballinger-Pinchot controversy, must be unpopular with something like 190 Detroit and Michigan people. Indeed, it is possible that one or two of them may be called to appear in the Ballinger-Pinchot investigation before that interesting and valuable event is concluded.

The two who have perhaps the best chance to be called are Arthur L. Holmes and W. McAlpine of Detroit, and if called it will be for the purpose of relating to the investigating committee such conversation and understanding as they may have derived from certain visits paid by them to the commissioner of the general land office in Washington at the time when that office was held by R. A. Ballinger, now secretary of the interior and under investigation.

This situation arises by way of the Alaska coal deposits. Like the Guggenheims and Morgans, the eyes of sundry Detroit people glistened when first they learned of the millions and the hundreds of millions and even billions of dollars to be dug from the ground in that far territory. The news of what might be done in Alaska reached Detroit in 1905, when some gentlemen who had gone to British Columbia to buy timber lands returned with the information that they had found something in Alaska that discounted anything British Columbia offered. They brought with them A. J. Hosom of Seattle and the result was that the Detroit people formed themselves into a group for the purpose of securing a large holding of Alaska coal land. This group consolidated with two other groups, until finally the Detroiters became the center of the biggest of all the various groups seeking a fortune in Alaska coal.

The Detroit group was known as the McAlpine, and the others were the Bushnell group of Chicago and the Mackey group of the Pacific coast. About 300 individuals were included in the three groups. They incorporated under the laws of Arizona as the Michigan-Alaska Development Company, and but for the zealous Mr. Glavis and his old-fashioned ideas about the rights of the common people, this company might now be a rich reality instead of a mere, and more or less repugnant, memory.

Under the skillful questioning of his attorney, Louis Brandeis of Boston, Mr. Glavis, while on the stand in the Ballinger investigation, brought his story to a dramatic climax in the events occurring directly after his return from Detroit, last May, where his investigations had prepared him to make an adverse report on the claims of the Michigan-Alaska Development Company. In his own mind he was certain the Michigan people, like the Cunningham claimants and others, had violated the law and he was ready to report in favor of action canceling all claims of that nature. But before making his report he desired an interpretation of the law by the attorney-general of the United States. This he asked with particular reference to the Cunningham claims, but of course all claims of like nature would be affected.

He aided in drawing up a letter to Secretary Ballinger asking him to refer the question to Attorney-General Wickersham. He also talked with Mr. Ballinger about it. Mr. Ballinger said he would forward the request to Wickersham. But to Glavis' surprise this was not done. It was given for decision, instead to Assistant Secretary of the Interior Pierce, and that decision, formulated by the law officers of the interior department, validated about everything the Michigan-Alaska Development Company, the Cunningham claimants and all the other groups had done. It did not give those groups all they had hoped to achieve, but it went far in that direction.

Mr. Glavis was utterly discouraged. He met his friend, Attorney-General Hoyt of Porto Rico, and told him he had about made up his mind to resign and turn the whole matter over to the newspapers. Hoyt persuaded him to wait while he took the matter directly to Wickersham. The latter brought pressure to bear which caused Ballinger's administration to hold up the Pierce decision and carry out the original agreement to let Wickersham decide it. Wickersham went into the law and handed out a decision directly opposed to the Pierce decision, and upholding Glavis in every respect. And right there is where the Detroit people lost their dream of independent fortune.

The inception of the plan by which the Detroit people were to secure to themselves wealth untold was natural enough. It was in consonance with the loose construction of the laws regarding the public domain prevailing everywhere, and especially in the West, up to the time President Roosevelt and Forester Pinchot aroused the public conscience. Coal companies, timber companies and others regularly violated the law in taking to themselves such portions of the public domain as they desired. Hence when Roosevelt, Garfield and Pinchot began to send into the field honest young men like Glavis to see that the public domain was not despoiled, there was much discontent and there is still some of it.

When the first of the Detroit people met Mr. Hosom at Seattle and he told them his tale of Alaska coal they were overcome by the tremendous possibilities. Good coal is \$12 to \$15 a ton on the Pacific. The Pacific was to be the theater of the greatest commercial operations of the world during the next century. Everybody conceded that. Yet in Alaska

there was coal in quantities to stupify the imagination, and of the highest quality. Why, the Bering river field contained veins 10, 20, 30, 40, 50 and no one knows how many more feet thick. Billions of tons. On the Matanuska river, 200 miles west, lay another field of equal richness. Up in the Tanana valley, 300 or 400 miles inland, was still another field which was the biggest in the known world, with veins of workable coal 200 feet in vertical thickness.

But, Hosom told them, all this coal required expensive railroad construction before it could be marketed. He, on the contrary, knew of a field right on the shore of the sea on which he and a man named Mackey had filed, through power-of-attorney, on 32 claims for that many coast people. This coal field was located at a point called Homer, in the Kenai peninsula, and fronted upon a bay which was an arm of Cook's inlet. Some 10 years ago a small company had laid out a town site there, had built a wharf and a short railroad to the coal, and had mined a little before it had become bankrupt. This property could be bought, claims could be filed upon a lot of the coal land, and undoubtedly a reasonably quick turn be made, or a company could be organized, the coal mined and thrown upon the market and large money made while railroads to the other fields still existed only in the imagination of such people as the Cunningham claimants. The proposition appealed to the Detroit people, and at this time whatever title outside the government there may be to the town of Homer, Alaska, rests in a considerable part in Detroit.

Things went swimmingly after the jump. The project commanded money from the very first. The original 32 claimants paid in \$100 each, and agreed to pay \$300 more as soon as patent was issued. This was to meet the expenses of Mackey and Hosom in going to Alaska and making the filings. Later, when some of the Detroit people had taken hold, it was agreed that 100 additional claimants should be admitted to the enterprise. This was after it was decided to form the Michigan-Alaska Development Company. The additional 100 were to pay in \$500 each for locating and recording their claims. This made the handsome sum of \$50,000. But Hosom and McAlpine and the other ground floor associates agreed that they would loan \$45,000 of this sum to the company; that with this the 25 claims of 100 acres each nearest the water would be proved up and paid for and a survey made of the rest of the tract; that they would begin to mine and would get out a bond issue with the money, as fast as it came in, more claims would be perfected until the total of several hundred had been patented and the title rested in the company.

Frank D. Andrus, who was the attorney of the company as well as one of its directors, drew up the papers of incorporation and they were duly executed at Phoenix, Ariz. They formed an excellent charter. For they authorized the company to make contracts, to purchase, lease, bond, locate or otherwise acquire, own, exchange, sell or otherwise dispose of, pledge, mortgage, hypothecate and deal in any and all kinds of real and personal property including bonds and shares of the capital stock of other corporations, mines, mining claims, oil lands, coal lands, mineral lands, timber lands, oil, gas, coal, shale, asphaltum, petroleum, asbestos, salt, water and water rights and machinery, and to work, mine and explore, operate and develop the same and conduct a general lumbering business; to borrow money and to execute notes, bonds, mortgages or deeds of trust to secure the same, and to exercise in respect thereof and of all shares of capital stock and other securities and obligations any and all rights, powers and privileges of individual owners, including the right to vote any shares of stock held by it to the same extent as a natural person might or could do, etc.

These things indicated that Mr. Andrus was fully up to the times in respect to the popular impression that anything might be found in Alaska. The corporation started March 13, 1906. The capital stock was to be \$60,000,000, that being the final figure settled upon, although at first it had been intended to hold down to a modest \$1,250,000. The officers and directors were cited as follows:

President, Arthur L. Holmes; vice-president, Andrew J. M. Hosom; secretary, Henry W. Paton; treasurer, Albert H. Roehm; directors, Joseph W. Ivey, John H. McGraw, Fred C. Stone, George W. Ball, Frank D. Andrus, Freeman B. Dickerson, George W. Ross and Michael Theisen.

But while the new corporation began thus under smiling skies, with \$45,000 in the treasury, and while it began to mine a little coal and also to sell some, within little more than a year a storm cloud began to loom up on the horizon. What though the company held jubilant meetings at Detroit at which the rainbow was painted, there was a Nemesis upon its track, and its name was Roosevelt. Mr. Hosom, wise man and honest, was the first to perceive the coming trouble. Away out in the West he began to read in the papers about the way the President was causing his prosecuting officers to stir about. He read about the cases made out against coal land grabbers, and presently found some in which the circumstances, with a slight transposition of names, it seemed to him, would have fitted the Michigan-Alaska Development Company.

Mr. Hosom was a law-abiding man, and he did not like the look of things. He took a train and went to Detroit. This was in the fall of 1907. He advised the Michigan-Alaska Development Company of what he had noted and also advised it to disincorporate and take a new start inside the law. But it did not disincorporate. Apparently it had looked so promising to the incorporators, and so sure, that they could not bring themselves to believe that they were in wrong. They held things in abeyance until Messrs. Holmes and McAlpine could go to Washington and find out whether the company had been violating the law.



Colonist Excursions

Tickets on sale daily, March 1 to April 15

A comfortable and economical trip. Why not go this Spring and get a home, for example, in the fertile San Joaquin Valley? Land still may be had there at bargain prices.

The expense of the trip is slight. Railroad fare only \$33 from Chicago to California. For an additional \$7 you get double berth in a modern Santa Fe tourist sleeper.

Stop-overs allowed for Grand Canyon and Salt River Valley, Arizona; also at most points in California. Personally-conducted excursions. S. F. Ry. 332. Santa Fe tourist-sleeper service, Chicago to California, is quicker than via any other line.

They returned in about a week and reported that they had made a full report to the proper officials, and the corporation remained incorporated. But Mr. Hosom resigned his office as vice-president and also from the board of directors.

Then came the law of 1908, and the company, doubtless, was encouraged a bit. Until that law was passed no person could claim more than 160 acres of coal land in the public domain. To get this he had to swear that it was for his sole benefit and not for some other person, company or corporation, and he had to pay \$10 an acre. In May, 1908, Congress passed a law permitting coal land claimants to consolidate their claims in Alaska to the extent of 2560 acres, provided they made their agreement of consolidation after they had made their individual, bona fide locations and filings. But if they had agreed to consolidate before they located their claims this law did not help them. This is where the Michigan-Alaska Development Company was affected.

Mr. Glavis held that the members of this company, having organized before they located their claims, were simply an exploiting concern and not entitled to benefit under the new law. As Assistant Secretary Pierce had interpreted the law, the Michigan-Alaska company received the benefit of the law, but as has been stated, the attorney-general upset this. Besides, if the Michigan-Alaska company had been admitted under the new law it would have been but a mere crumb, as the company had filed on approximately \$8,000 acres while the new law would permit it to own but 2560, even under the Pierce interpretation of the law.

Attorney-General Wickersham, in upsetting the Pierce decision, said it was apparent from reading the reports of the committees of Congress on the law of 1908 that it was meant to give relief to one class of men alone—the hardy prospector who shouldered his pack and his tools and risked his all in the search for coal deposits. The group of people who merely sent a power of attorney to Alaska to have a filing made upon a tract of coal land, to be exploited for their common benefit, could not be permitted to receive the advantage under the law of making this proposed consolidation. But the prospector who actually had found a deposit of coal and filed thereon and found 160 acres too little to be of any use to him could, under this law, combine with others of his kind who might have filed upon land in the same vicinity in order that together they might realize some reward for their exertions.

Under this decision the McAlpine,

Bushnell and Mackey groups of people who openly organized and even incorporated for the purpose of securing some of the Alaska coal, and solicited people to join in the enterprise at \$500 per head, were shut out. They were not hardy prospectors. Most of them never left their own firesides in the whole transaction. The same was true of the Cunningham group and of others, and they suffered the same fate as the Michigan-Alaska Development Company. The case against this company, like that against the Cunningham group, is still pending. The general land office says it will soon be brought to an issue, and if Glavis' reports and the attorney-general's decision are followed there is no doubt that the claims will be canceled.

There are intimations that when the attorney-general gave his adverse decision on the law of 1908 a considerable number of the Detroit coal claimants wanted to get out of the concern. All of the facts will come out at the hearing which must soon take place if this administration continues the prosecution of alleged coal frauds as started under President Roosevelt.

Mr. Glavis testified before the investigating committee that while in Detroit in May, 1909, with a force of men composed of Special Agents Stoner, Bowman and Kennedy, he secured affidavits from 65 or 70 of these people and that he left Bowman there to continue the work of getting the rest. He made a partial report on the case, which was adverse to the company, and it was evident from the nature of his testimony that if he had not been removed from office he had hopes of making out a case of conspiracy to defraud the government against this group and against all the other big groups, including the millionaires composing the Cunningham group.

About the richness of the property the Michigan people were hopeful of getting is likewise much ignorance, as the particular field they were seeking to exploit has not been closely examined. However, if the Homer field is anything like as rich as that covered by the Cunningham claims the Michigan-Alaska company was in pursuit of more than an ordinary prize. Stephen Birch, mining engineer and manager of the Guggenheim-Morgan syndicate, testified in Washington recently that the Cunningham claims contained \$25,000,000 worth of coal. As the acreage of the Michigan-Alaska Development Company was slightly more than eight times as large as the Cunningham group the Michigan company's area, if as good as the Cunningham, would contain not less than \$210,000,000 worth of coal.

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Whether Fine Antique Pieces or the More Modern Weaves—You want Dependable Quality in both materials and colors—You also want to buy at the Lowest Price for which such rugs can be had.

Under these conditions we are in the best possible position to serve you with an unusually large and carefully selected stock, reinforced by the most commodious show rooms. We desire to gain and retain your confidence in our ability to meet your every requirement, both as to Quality and Price.

Torrey, Bright & Capen Co.

348-350 Washington Street, Boston, Mass

SLICED JUDICIAL BILL IS REPORTED

WASHINGTON—The legislative, executive and judicial bill, carrying \$33,895,765, was reported to the House Friday. The bill is a reduction of \$584,124 from the estimates submitted by the various departments and a decrease of \$349,754 from like appropriations for the current fiscal year.

RAILROAD EQUIPS SHOPS. MINNEAPOLIS—The Minneapolis, St. Paul & Sault Ste. Marie line will spend \$130,000 in equipping its Shoreham shops here at once. New buildings will cost \$80,000 and new machinery \$50,000.

W. W. WAUGH PASSES ON. WINCHESTER, Mass.—W. Wallace Waugh, a well-known hotel man and publisher, passed away Friday at his residence, at 12 Norwood street.

OFFERS TO RESIGN TO SECURE PEACE

MANAGUA—"If I am personally responsible for the refusal of the United States to recognize the Nicaraguan government, after the expected peace is declared, I shall be only too glad to resign the office."

This was the declaration today of President Madriz, in commenting on the possibility of the United States lifting its diplomatic embargo. "My only ambition is to serve Nicaragua," the President continued. The general belief here is that President Madriz will have to make good his promise. The mediation of the United States in arranging peace terms, which is said to be desired by Provisional President Estrada, will not be opposed by the Madriz government, but it will be demanded first that the division of the country into two republics be not considered. General Vasquez is continuing the pursuit of the revolutionary remnants to the East.

ARGUE MEANING OF STOCK LAW

WASHINGTON—The supreme court of the United States, before which counsel for the railroads and counsel for the government made their arguments Friday, will now proceed to construe what Congress meant to provide as a penalty for violation by the railroads of the so-called "28-hour law" for punishing the unlawful confinement of live stock in transportation.

\$1.00 16 Inches. 18 Inch \$1.80
All Colors. Black or White.
French Plumes from finest select stock—

No. 616 16 inch.....\$3.50
No. 1016 16 inch.....\$4.95
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No. 1018 18 inch.....\$6.00
No. 620 20 inch.....\$6.50
No. 622 22 inch.....\$10.50



Satisfaction Guaranteed or Money Back.
This beautiful 16-inch French Ostrich Plume in all colors, sold elsewhere at \$2.00, only \$1.00 prepaid. 18-inch Plumes, same quality \$1.80; 14-inch Willow Plumes, sold elsewhere at \$7.00, only \$4.25. Order today. We save you all middle profits. Money back if not satisfactory.

MANUFACTURERS' GUILD
Dep. 43—166-6th Ave., New York City.

INCREASE IN WORTH OF FACTORY HANDS BY SCHOOLS URGED

ROCHESTER, N. Y.—President Jacob G. Schurman of Cornell University has evolved a plan whereby he proposes to increase the competency of factory employees, says the Union and Advertiser. He says that under the present system of education the public schools are not properly training the youth who lean in the direction of mechanics, and that the latter must depend on instruction after he has actually entered his life work.

Mr. Schurman declares that the schools and the factories must cooperate. He would establish what he terms a university extension course, which would be supported by the community or the state, in which machinery would be provided for the use of students, and competent instructors would be employed to further the instruction and prepare those who attend for the work which they will later take up in the factories. Under the scheme proposed by the Cornell president the owners of factories would be asked to send their apprentices to the school one week and then require them to work a week. He says the employer could afford to pay better wages and the business would grow because of its superior output.

Mr. Schurman declares that the high schools are not working along practical lines today and that their aim is entirely to fit students for college, which a great many of the students never reach. He says the methods are all right for those who desire to become ministers or lawyers but that the day is coming when there will be a change in this respect.

PRESS APPROVAL FOR MR. MELLER

Summing up the case of President Mellen of the New York, New Haven & Hartford railroad vs. the Commonwealth of Massachusetts, the Bridgeport Daily Standard quotes the New Haven Journal-Courier as follows:

"The disposition to criticize Mr. Mellen for a sharp tongue, and to make it appear that he is in a defiant mood, is scarcely convincing. There is a principle involved in the controversy, and it is a principle in which the state of Connecticut is interested. It is not altogether Mr. Mellen's controversy. That should be remembered. Connecticut declines to admit the approval of Massachusetts as essential."

The Standard then goes on: "Exactly. Were there nothing but sharpness to the statements of President Mellen they would have no lash to them and call out no remonstrance, but the elements of sound sense and the principles of good business lose nothing when driven at an unwilling audience with a keen appreciation of the value of appropriate phraseology and an unusual ability to apply it. It is not altogether Mr. Mellen's controversy, as the Journal-Courier says, but he can state Connecticut's side of it, and his own. We will allow him to present the propositions."

PACIFIC FLEET TO BE INCREASED

SEATTLE, Wash.—The armored cruisers North Carolina and Montana, now on the Atlantic coast, which have been ordered to Buenos Aires to represent the United States government at the centennial celebration there in June, will come to the Pacific with the cruisers Tennessee and Washington after their stay at the South American port is ended, according to advices received at the Puget sound navy yard.

This information came in the form of orders to prepare to handle the repairing and overhauling of the cruisers this summer. With the addition of the Montana and North Carolina, the Pacific fleet will contain 10 first-class armored cruisers.

JUDGE PARKER TO SEE THE CZAR

NEW YORK—Judge Alton B. Parker will leave here today on the Kaiserin Augusta Victoria for a three months' trip abroad, much of the time to be spent in Russia. At St. Petersburg he will see the czar, but as to the nature of the conference Judge Parker was non-committal.

New Books at the Boston Public Library

New books have been added to the Boston Public Library this week as follows:

Books in the Central Library.
ABEGG, R., and O. SACKUR. Physikalisch-chemische Rechenaufgaben. Leipzig. 1909. (Sammlung Göschen.) 7389a. 445.

ACHELIS, T. Die Religionen der Naturvölker im Urmittel. Leipzig. 1909. (Sammlung Göschen.) 7389a. 449.

ADAMS, E. H. Official premium list of United States, private and territorial gold coins indicated by prices brought at public coin sales. New York. (1909.) Illus. 6229a. 83.

ALMANACH de Gotha. Annuaire genealogique, diplomatique et statistique. 1910. Amee 147. Gotha. (1909.) B.H.Ref.144.

BAIRD, W. Stochiometrische Aufgaben. Leipzig. 1909. (Sammlung Göschen.) 7389a. 452.

BAILEU, P. Konig. Louise. Ein Lebensbild. Berlin. 1908. Portraits. Fac-similes. 2840a. 30.

BARTHOLOMEW, J. G. Cassell's Atlas. London. 1909. 88 maps. *6284.46.

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**ATTACKS PATENT
LAW OF GERMANY**

BERLIN—"German industry suffered greatly through the Americans not coming under the clause of the patent law compelling the working of patents in Germany, and we must after that law, Johannes Junker, National Liberal, with these words raised a debate in the Reichstag during discussion of an appropriation for the patent office. Herr Deubrock, vice-chancellor, explained that American firms domiciled in Germany and having patented articles here had in several instances transferred their patent rights to their American branch when threatened with compulsion."

**SAVONBURG RICH
IN AUTOMOBILES**

IOLA, Kan.—Savonburg, a little country town on the Katy in the south part of Allen county, has 15 motor cars. The last census shows Savonburg's population as 260. Figured on the usual basis of five to a family, Savonburg has a motor car for every three or four families. The town is in a rich farming country.

**PLAN LONG TRIP
FOR MANY CADETS**

ANNAPOLIS, Md.—It was announced at the naval academy recently that the annual cruise of the cadets this summer will cover 10,000 miles and that they will be assigned to the Indiana, Massachusetts and Iowa. The squadron will sail from here on June 6 and return on Aug. 29. During the cruise stops are to be made at Plymouth, Marcellus, Gibraltar, Madeira and the Azores.

STUDIES AVIATION INJUNCTION.

NEW YORK—Louis Paulhan, the French aviator, with his manager, Edward Clergy, visited the office of his attorney, Clarence J. Shearn, Friday, and went over the aeroplane construction question from beginning to end. The Frenchman hopes to fly within 10 days.

ST. PAUL, W. C. A. IS STARTED.

ST. PAUL, Minn.—Ground for the new \$300,000 building of the St. Paul W. C. A. has been broken. It will probably be 15 months before the young women are able to occupy their new home. Lots for the site were presented by D. S. B. Johnson, a local capitalist.

SYSTEM TO PREVENT BANK DEFALCATIONS TESTED IN MEDFORD

A system that it is declared will prevent bank disasters has been devised and has been in vogue for some time in the Medford savings bank, and William B. Lawrence of that institution is to interest the members of the Legislature in projected legislation to make this a part of the state banking system. Daniel A. Gleason, former commissioner of corporations and ex-treasurer of the commonwealth, and a former official of the Fitchburg railroad, is mentioned by Charles B. Buss, treasurer of the Medford bank, as one of the originators of the system, which, although simple, seems far-reaching and effective.

Bank Commissioner Chapin's attention has been called to the system, and in response to his effort to secure information regarding it a statement from the bank was left at his office Thursday.

According to this statement the system consists of a series of examinations into the workings of the bank, monthly, semi-annually and annually.

First, there is a monthly examination by a committee of two trustees, who are not members of the board of investment, and who serve once in each six months. The monthly examination consists of a count of the cash in the office; a verification of all items on the cash books for the month, and a statement of the verification, signed by the two trustees. They are then postings of each deposit and payment for the month, verified by a person not connected with the clerical force of the bank.

Semi-annually there is an examination by the auditing committee of the trustees; a count of cash in the office and a verification of all notes and securities owned by the bank or held as collateral; a verification with the cash book of all indorsements of principal and interest made on notes for the previous six months, and a verification of the cash deposited in national banks or trust companies. This is capped by a verification of all footings in the cash book for the previous half year.

Finally comes the annual examination by the auditors of the corporation, and an examination similar to that made by the auditing committee of the trustees. This is amplified by a verification of the passbooks with the depositors' ledgers once in three years by some person not connected with the clerical force of the bank. A trial balance of the depositors' ledger is taken twice a year for the dividend sheets by some one outside of the bank.

**ARMY RECRUITING
WILL BE REDUCED**

WASHINGTON—President Taft last summer said he would have the army reduced to 80,000 and maintained at that figure during peace. He has done so. The present strength of the army is something over 75,000, and orders have been issued to all recruiting stations by Major-General Ainsworth, adjutant-general, that all recruiting must cease and that only discharged soldiers desiring to reenlist shall be accepted.

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Sale of Pongee Silks

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\$2.00 and \$1.50 Qualities

LOT No. 1 consists of 50 pieces diagonal pongee 27 in wide, \$1.50 quality, 20 new spring shades represented. Weight suitable for gowns or three-piece suits.

LOT No. 2 consists of 15 pieces serge weave pongee 27 in wide, \$2.00 quality, suiting shades, weight suitable for suits, automobile coats, etc.

LOT No. 3 consists of 12 pieces wide wale diagonal pongee 27 in wide, \$2.00 quality, colors and weight same as Lot 2.

SAMPLES MAILED ON REQUEST

R. H. Stearns & Co

ENGLAND FACES A LARGE DEFICIT

**Balfour Defense of Lords
Given in Speech in Which
He Asserts Government
Lacks Mandate of Public.**

LONDON—A deficit of \$150,000,000, unprecedented in times of peace, will face the government at the end of the fiscal year on March 31, according to the estimates today of government financiers.

Hitherto the treasury department has been estimating the probable deficit on the loss of the income tax alone. The estimate of \$150,000,000 includes the loss of petrol, liquor, tobacco, saloon licenses, automobile licenses, inheritance tax, revenue stamps and land taxes.

Up to date there has been \$55,000,000 less in taxes collected than last year, but the closing month of the fiscal year has always been the heaviest taxpaying month. Notwithstanding the loss in revenues, the appropriations for the year show an increase of \$70,000,000 over last year.

Speaking at a banquet at the Merchant Taylors' hall, ex-Prime Minister Balfour dealt significantly with the question of the reform of the House of Lords. Mr. Balfour said the government realized that the country had actually pronounced against it. He laid the entire blame for the present financial chaos on the government, which was wilfully refusing to avail itself of the offices of the opposition to help legalize measures for the collection of taxes.

Mr. Balfour contended that the House of Lords had never shown itself more capable of fulfilling one of the main duties of a second chamber. It had never contained more men of experience, knowledge of affairs and public spirit.

ARMY RECRUITING WILL BE REDUCED

WASHINGTON—President Taft last summer said he would have the army reduced to 80,000 and

MEN ART STUDENTS IN PARIS ARE AIDED BY TWO AMERICANS

Rev. Mr. Van Winkle's Reading Room Is Cozy and Rodman Wanamaker Will Open Club in Latin Quarter.

HAVEN FOR WORKERS

PARIS.—Although American women students are amply provided for in the way of clubs and meeting places in the Latin Quarter, the men have not been so fortunate this winter. During the summer the American Mens Art Association was disbanded. It was the only institution of its kind on the left bank of the river. Until the recent opening of a reading room near the site of the former club rooms, the only places where men students could meet informally were the restaurants and the cafes.

The organization of a reading room is due to the energy and perseverance of the Rev. Mr. Van Winkle, an American clergyman who has lived among the students for more than 10 years. It differs from a "club" in that the men admitted do not have to pay dues. Also there is no formal election of officers. Any young American who enrolls himself on the list may have access to the rooms which include a library, a writing and recreation room and a garden. All he has to do is to pay for his key, for there is no caretaker—the rooms are to be looked after by the students themselves.

Most of the money for the rental and furnishings has been subscribed by men living in the student quarter. Every Monday evening there is to be a special reunion when lectures or concerts will be given.

This is not the first time that such a venture has been tried. Nine years ago Mr. Van Winkle rented several rooms, fitted them up and collected about 1000 volumes. This earlier reading room would have been continued indefinitely had it not been that the American Mens Association decided to change their headquarters from a house on the distant quays to the heart of the student district. This was six years ago. Then Mr. Van Winkle, considering that two institutions so nearly alike were useless, merged his reading room with the club

TAFT "TICKLERS" ENJOY REUNION

The Taft "Ticklers," the men who went from Massachusetts to the inauguration of the President, held their first annual dinner at the Boston City Club Friday evening. A letter was read from President Taft in which he said that the past year had been full of instruction for him. Michael E. Hennessey, a newspaper man, presided. The dinner was complimentary to Pres. Edward G. Graves of the Republican city committee. The speakers were Samuel J. Elder, Lieutenant-Governor Frothingham, Col. James W. H. Myrick and Postmaster Edward C. Mansfield. Mr. Elder said in part:

MYSTIC SHRINERS IN THEATER PARTY

The annual theater party of Aleppo Temple, Nobles of the Mystic Shrine, was held at the new Shubert theater, where with their families and friends to the number of 2000 they witnessed the "Midnight Sons," Friday evening. Most of the nobles wore the fez which distinguishes their order, and many of the ladies wore the white fez.

and donated all his books and furniture. The American Art Association which was dissolved a few months ago was for nearly 20 years the chief rendezvous of the men students. As the dues were not sufficient to meet expenses, it was kept up mainly by the generosity of Rodman Wanamaker. Within a few weeks Mr. Wanamaker is going to open a club for American men on the Left Bank. It is to be quite different from the former organization. Instead of occupying an entire building, the new club will be located in a spacious apartment on the ground floor. In France, when a group of people pay dues for the maintenance of an establishment, they are liable to an excessive club tax. In the old American Art Association these taxes amounted almost to more than double the dues, so Mr. Wanamaker has determined to avoid these complications in the future by not asking any dues at all. In other words the new club is a pure liberality on his part. He will invite whatever artists and students he wishes to be his guests whenever they will.

James McCreery & Co.

23rd Street 34th Street
New York

LINEN DEPARTMENTS. In Both Stores.

On Monday and Tuesday,
March the 7th and 8th.

Embroidered Show Towels, scalloped or hemstitched ends. Size 25x45 inches.....

90c each
usual price 1.25

Hemstitched Huckaback Towels with damask borders. Size 21x40 inches.....

3.00 per dozen
usual price 4.25

Satin Damask Table Cloths of Scotch manufacture.

2 x 2 yards.....2.45
usual price 3.00

2 x 2 1/2 yards.....2.95
usual price 3.75

2 x 3 yards.....3.70
usual price 4.50

2 1/2 x 2 1/2 yards.....3.90
usual price 4.75

Dinner Napkins to match.....3.70 dozen
usual price 4.50

A complete stock of heavy Linens, suitable for Summer homes, restaurants and hotels.

ORIENTAL RUGS. In Both Stores.

Commencing Monday, March the 7th.

Large and small Oriental Rugs at greatly reduced prices.

Mahal Rugs in a complete assortment of sizes from 8 x 10 ft. to 10 x 14 ft.....

70.00 to 150.00
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Cashmere Rugs, extra quality. Size 8 ft. 8 in. x 9 ft. 6 in. to 10 ft. 7 in. x 13 ft. 3 in.

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former prices 100.00 to 210.00

Shirvan, Mosul, Mecca and Kurdistan Rugs.....12.00 and 15.00
former prices 20.00 to 30.00

Complete assortment of Summer Rugs, —Mourzouk, Rag and Kilmarnock weaves, at moderate prices.

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GEORGE HERBERT LIFE AND POETRY OF A REVERENT BARD

Three Instalments — Part III.

GEORGE HERBERT'S only prose work in English was written at the beginning of the Bemerton days and named by him, "The Country Parson." (The name, "Triest to the Temple," was affixed by his literary executors.) Again, a preface serves best to explain.

"Being desirous (thorow the Mercy of God) to please Him for whom I am and live, and who giveth me my Desires and Character Performances . . . I Of a True Pastor have resolved to set down the Form and Character of a true Pastour, that I may have a Mark to aim at; which also, I set as high as I can; since hee shoots higher that threatens the Moon, than hee that aims at a Tree."

The book consists of 37 chapters, each dealing with a separate phase of the parson's duty. The style is lucid, the subject matter very originally handled and saturated with the Bible. Every light thrown upon Herbert's conduct as country pastor gives the reader of this work permission to see in it, as in a mirror, the very likeness of him among his flock.

Visitors to the ante chapel of Trinity College, Cambridge, see there a window erected in honor of George Herbert, representing him in attendance upon Jesus in company with Mary and Martha; and in the baptistry in Westminster Abbey there is a double window commemorating two poets, William Cowper and George Herbert. In the latter, Herbert stands in the church porch, which here takes an architectural semblance, with hands raised in blessing, the lines subscribed being taken from "The Church Porch," and ending:

"If thou do ill, the joy fades, not the pains;
If well, the pain doth fade, the joy remains."
In Cowper's window, his hands are about his feet, and he gazes at his mother's picture, while the interpreting lines are from his poem, written upon receiving the picture late in life:

"O that those lips had language!
Words only fail; else how distinct they say."

Grieve not, my child; chase all thy fears away."

These memorials of Herbert are both highly appropriate, the first by its allegorical presentation of the poet's character and heart

history, the second because of Cowper's deep and tenderly expressed debt of gratitude to Herbert's poems. In this Cowper stands for a multitude, for there are few poets who take their readers into so close an intimacy as Herbert. The ordinary relationship of writer and reader soon merges into a loving discipleship, as it becomes evident how high and how deep are the ways along which this Heaven-persuaded guide leads:

"How should I praise thee, Lord! How should my rymes,
Gladly engrave thy love in steel,
If what my soul doth feel sometimes,
My soul might ever feel."

In many of his expressions and a few entire poems he appears as a pessimist, one who believes that "man is out of order hurled," but elsewhere and abundantly he rejoices that all beauty, intelligence and joy praise God and serve His will. This contradiction is not solved; his light did not burn itself perfectly clear; but what is of lesser value is easily

"A servant with this clause
Makes drudgery divine:
Who sweeps a room as for Thy laws,
Makes that and the action fine."

"This is the famous stone
For that which God doth touch and own
Cannot for lesse be told."

"The religious lyric—the heart's praise, adoration, appeal, not collective, but individual—was George Herbert's peculiar gift to English poetry. The poem called "The Elixir" is a good example. The "elixir" was a liquid—sometimes it was thought of as a stone—sought by philosophers in the belief that it would turn everything it touched to gold.

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laid aside, and there is left a wealth of enriching thought. But the riches is not available to the idle or indolent.

He does not carry his reader along on a stream of sweet sound, passing in its course one pleasing image after another, lulled to repose by gentle rhythm and alliteration. True, his rhythm is well nigh perfect, but the thought is closely packed, and no one who is unwilling to think cares for Herbert's poems.

Neither is there an idle song—each brings its own gift. Under the title of "The Temple" (though Herbert's own title appears to have been "The Church") are grouped the hymns and lyrics for which we are most grateful.

This is the little book, "humbly, doubtfully offered," of which Macdonald speaks, referring to Isaac Walton's account of how it was put into other hands.

"Sir, I pray you, give this little book to my dear brother Ferrar and tell him he shall find in it a picture of the many sore conflicts that have passed betwixt God and my soul. . . .

"Desire him to read it, and then, if he can think it may turn to the advantage of any dejected poor

He Wanted Book soul, let it be made Made Public — publicly; if not, let If It Was Helpful him burn it, for I and it are less than the least of God's mercies."

"The last phrase is the "poetic" (motto) which Herbert turned many ways:

"This, on my ring,
This by my picture, in my book I write;
Whether I sing
Or say, or dictate, this is my delight."

"Invention rest,
Comparisons go play, wit use thy will,
Lesse than the least
Of all God's mercies, is my posie stilly."

It seems strange that not one of Herbert's wise biographers have seen how closely akin was this "posie" in its use by Herbert to the saying of Jesus about John the Baptist—"he that is least in the kingdom of heaven is greater than he," but a careful reading proves how precisely in this meaning he employed it.

The little volume in Ferrar's hands, how glad a thing it is that he recognized its preciousness, and presently sent it forth on its fruitful mission. Before Herbert the hymn had made little progress in England. Paraphrases of the Psalms and other scripture had been almost the only religious song tolerated, and the few scant attempts which had been made were apt to be regarded as "Songs of Sadness and Piety"—as one collection actually was called.

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That turneth all to gold:
It must not be supposed that because a blessed calm came to Herbert after

years of questioning and wilful. The Blessed Calm ness, that, the After Years calm was all of Questioning apathy. Many of the poems written at Bemerton show that the warfare was not laid down. It was the yielding that was over—

"Wherefore unto my gift I stand."
The poem called "The Collar," meaning God's restraining hand, exhibits restiveness, which could only be quieted by love.

"But as I raved and grew more fierce and wild
At every word
Methought I heard one calling, Child!
And I replied, My Lord!"

So too, in "Assurance," where from the bitterly spiteful thought assailing God's faithfulness, he turns to God himself:

"But I will go to my Father,
O most gracious Lord,
If all the hope and comfort that I gather
Were from myself, I had not half a word."

Not what a letter to oppose
What is objected by my foes."

But seeing it is God's battle, not his, and that as truth cannot fail, neither can he, he turns upon the tempting thought with a fine aloofness:

"Now, foolish thought, go on,
Spin out thy thread and make thereof a coat
To hide thy shame; . . .
What for itself, love once began
Now love and truth will end in man."

Not a word has been said of the faults of Herbert's verse—the fanciful "conceits," the complicated metaphors, the labored style and artificial constructions—chiefly the errors of the time, which he was not a sublime genius to overtop.

These are what make him obscure to some readers, and might have been lessened had he written with more sense of a public. Nothing was revised for print, all his publications being posthumous. Although he evidently expected that his work would be published some time, he wrote out of the vigor and incessant aspiration of his heart, and with no thought of fame as a poet.

The examples given have not been selected as the best, but for reasons of interpretation and convenience. The best is usually just "over-leaf" to the Herbert lover.

So without much discrimination, we will take our leave of the beloved poet with a portion of

A TRUE HYMNE.
My joy, my life, my crown!
My heart was meaning all the day
Somewhat it fain would say;
And still it runneth muttering up and down
With only this, my joy, my life, my crown. . . .

Whereas, if the heart be moved,
Although the verse be somewhat scant,
God doth supply the want.
As when the heart says (sighing to be approved)
Oh, could I love! And stops:
God writeth, Loved.

To the Herbert
Lover the
Best is Next Page
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What Other Editors Are Saying

THE proposal of President Taft for a court of commerce to adjudicate the disputes that may arise from the fixing of railroad rates and other rulings of the interstate commerce commission has been freely discussed in the nation's press. These excerpts culled from various daily journals follow:

NEW YORK AMERICAN—The effectiveness of such a court for the speedy settlement of the long drawn controversies that have staggered the commerce commission promises a substantial relief of the economic constrictions that are holding back the business of the country.

NEW YORK POST—At the front we should put the creation of a United States court of commerce. Reforms that carry new offices with them always get a considerable hearing from politicians. They will think twice before frowning upon a plan to appoint five additional circuit judges, with their appurtenant clerks, marshals, etc. This fact will give an initial impetus to a project which has, besides, something to say for itself.

NEW HAVEN (Conn.) JOURNAL-COURIER—The objections proposed will lie rather against the power conceded to the interstate commerce commission than to the creation of the proposed court. Obviously a court specifically assigned to the adjudication of matters which now receive conflicting treatment is a gain, if regulation is to continue to be a fixed policy of the federal government.

BOSTON HERALD—Public sentiment generally will approve of an interstate commerce court.

GALVESTON (Tex.) NEWS—The establishment of a commerce court would undoubtedly facilitate in some degree the adjudication of thousands of controversies growing out of the commission's orders.

ATLANTA (Ga.) JOURNAL—The President's proposal that a court of commerce be created to pass upon litigation arising from railroad rates is good as far as it goes. But it is to be regretted that he diverged from the original idea of giving the interstate commerce commission authority to fix minimum rates and to make such rates obligatory unless they amounted to confiscation.

NEW ORLEANS TIMES-DEMOCRAT—The proposed establishment of a court of commerce, to assume jurisdiction over suits arising from disputed rates, rulings of the interstate commerce commission and the like, seems to be a necessity.

ST. LOUIS REPUBLIC—Except for the increased expense involved, there is not likely to be any particular opposition to the proposed division of the mixed executive and judicial functions now exercised by the interstate commerce commission.

HOUSTON (Tex.) POST—As to the wisdom of the creation of an additional court and conferring upon it exclusive original jurisdiction to try causes arising under the operations of the interstate commerce act, thus robbing existing federal courts of powers which have heretofore inured in them, there is grave difference of opinion.

DES MOINES (Ia.) REGISTER AND LEADER—How important the man behind may be in this matter of a court of commerce will be seen by contrasting what might be if the real purpose was to dissipate the power of the interstate commerce commission.

PARIS WEEKLY FASHION LETTER

By Mme. Murielle Loeb

(Copyright, 1910, by Murielle Loeb.)

PARIS—Neckwear has undergone a very complete change during the past month or so. This applies particularly to the jabot; a few weeks back, in Paris, one saw nothing but the longest, flattest styles reaching almost to the waist line; now, however, the jabots are short, but very full, fluffy and prominent. These new jabots just fill in the open space left by the short revers of the coat that is now stylish. The jabots are exceedingly thickly pleated so that they "puff out" in front, and they are invariably composed of batiste edged with Val or Cluny lace.

Irish crochet collars, very high and attached to a stiff foundation, are elaborate; these tailored crochet collars are the most-in-demand-collars in Paris at the present time. Neckwear styles are much simpler than was the case the past season; nothing glittering in the way of neckwear is tolerated now, and the more tailored effects are decidedly popular again.

Sleeves of beaded net and beaded tulle are to be seen at all the specialty shops in Paris now; the tulle usually being skin color, and the beads of some brilliant shade.

The new belts for spring and summer wear are quaint in the extreme. To begin with they are narrower than ever before, half an inch being the width of the widest. The belt itself consists usually of a strip of moire belting ribbon and the odd part is that the buckle that fastens it is quite enormous. These new buckles are going to be one of the noticeable points of the coming summer season; they are very large and shaped square, and they are covered generally with darned lace or embroidered silk in

heavy design. The buckle is worn directly in front and drawn down as low as possible to give the new long waisted effect. Another new point is that these buckles are sometimes worn without the belt; indeed a great many of the Paris shops show them in this way, this, of course, when a one-piece dress is worn. Metal buckles are not in style; those of silk and of lace are the newest, these fabrics being supplied over a metal foundation. For every day and rougher general wear, the patent leather belt in black and colors will reign.

Pale blue jewelry is fashionable in Paris now. It is considered the finishing touch to any chic toilette, and the jewelry and novelty shops on the Rue de Rivoli and the Rue de la Paix are showing it in every form. The La Valliere composed of turquoises is a very stylish ornament, and already the popular priced imitations have made their appearance. Hatpins of silver set with tiny turquoises are being shown everywhere and dog collars of turquoises are worn by the most stylish Parisiennes.

Long strings of pale blue beads, very small and very blue, are wound around and around the neck, and another novelty is the wide band-bracelet, such as used to be worn in gold, and now composed of palest blue enamel. Seed pearls are another fad of the moment in Paris; one sees them introduced in many novel ways, for example, hats are trimmed with large velvet bows that are wonderfully embroidered in the smallest of seed pearls. Then one sees dog collars of velvet entirely covered with a seed pearl design, and ribbon necklace chains that are heavy with seed pearls and hang down below the waist line are something that all the novelty shops are now showing.

Some Impressions of Maxwell Armfield's Work

LONDON—The art of illustration which has become so popular of late years, probably owing to the immense improvement in color-printing, has found many able interpreters among the younger men of the modern school. The work of Edmund Dulac, and of Arthur Rackham, to name only two, is already familiar, and each finds many admirers of its particular style.

Mr. Rackham, indeed, made a very bold bid for fame in issuing a series of illustrations to "Alice in Wonderland" when the first copyright expired, but it is a question whether his grotesque creatures and idyllic Alice will ever take the place in our affections held so long by the March Hare and the familiar Alice of the strap-shoes immortalized by Tenniel.

Maxwell Armfield, who is exhibiting a collection of water color drawings and pictures at the Leicester Galleries, holds a very distinct and individual place among these younger artists. He does not aim at the grotesque like Mr. Rackham, nor is he a colorist like Mr. Dulac, but his methods are simple and direct, he has a great sense of line, and his work is very imaginative.

In illustration, Mr. Armfield is best known by the color-wash sketches made for "Castles in Touraine," and "Rome," by Edward Hutton, both charming examples of his art. The softness and clarity of tone, the delicacy of line, and the absence of any attempt to elaborate detail, are just suited to this kind of work, so romantic is its appeal to the reader.

In looking at Mr. Armfield's collected works, however, a want makes itself felt. The purity, the delicacy, the sense of composition, lose in their effect by the absence of proper values, of depth, of contrast. The general impression made on the amateur is a lack of

strength, of determination. In common with so many artists of the modern school, Mr. Armfield seems to be so absorbed in the evolution of his own idea that he forgets that the observer can only gather his impression and understanding of the picture by the ordinary means, and that those means are largely if not entirely the impressions made by light and shade. Of all modern schools the Dutchmen seem to have grasped this fact in its fulness.

It is evident that Mr. Armfield delights in symbolism, where his imagination finds free vent. Whether the symbolical picture ever gains its full effect, let the admirers of G. F. Watts say. To the amateur as a rule they are unsatisfactory, because the appreciation of the picture is generally lost in the effort to understand what it symbolizes.

It would be safe to prophesy that, as Mr. Armfield gains in experience and power, his imagination, which is evidently great and full of feeling, will find its field in other lines of art.

In two examples of landscape, painted in tempera, "The Blue Valley," and "Carlingford Lough," in the present exhibition, Mr. Armfield has allowed his true artistic sense to have its own way, and in simply endeavoring to express the beauty of the subject has forgotten to labor after a particular idea or effect. The full play of light and shade is here, the sense of far horizons, of clearness after rain, of color, of atmosphere, and the result is a feeling of sincerity and simplicity which is most pleasing.

To sum up, while fully appreciating the purity of Mr. Armfield's ideal and emotion, and the complete absence of materialism, one cannot but hope that this gifted artist will not be content until his work gains the strength and depth which can only come by the patient mastering of difficulties.

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A Bazar of Fashion and
General Information
Concerning Women's Wear

EASTER NUMBER

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TROLLEY CONCERN
ISSUES MAGAZINE

The Portland Carman is the name of a new publication issued by the Portland Railway, Light & Power Co., under the auspices of the Brotherhood of Electric Railway Employees of that company, says the Portland Oregonian.

John J. Harrison, a veteran newspaper man, is in charge of the new publication, the initial number of which appeared recently. The magazine is to be distributed free to employees of the company.

RAILWAY PLANS
BIG STEEL BRIDGE

COLUMBUS, Ga.—A report that the Central of Georgia Railway Company is to replace one of its iron bridges across the Chattahoochee river at Columbus with a \$150,000 steel structure was confirmed by officials of the company. It is understood that work on the improvement will begin during the year.

SWEDEN WOOD
TOO HARD TO BURN

There are certain kinds of wood that are too hard to burn or refuse to ignite for some other reason, such as ironwood and the good birch root, but it is a curiosity to come across a piece of common deal—the soft, light wood of which so many boxes are made—that cannot be set fire to, says the London Standard.

The piece of wood in question was common white deal from Sweden, but was remarkable for its comparative weight. It had formed part of a boat belonging to a whaler and had been dragged below the surface of the water to the depth of more than half a mile by a harpooned whale.

STEAMSHIPS ARE
GROWING LARGER

When the great Cunard liners, Lusitania and Mauretania, were put into service, less than two years ago, it looked as though they represented the limit of growth which ships were likely to develop for years to come. It was not because there existed any physical or engineering problems in the way of greater size, but it was understood that the cost of operating these enormous ships was so great that it would not prove profitable to duplicate or exceed them.

The new White Star ships will have a displacement of 60,000 tons, as compared with 32,000 tons of the Cunarders. They will be 840 feet long, as against the 762 feet of the Mauretania and her sister ship. Although the great White Star liners will not have such machinery as the fleet of Cunarders possess, they will be in all other respects as luxurious passenger carriers as any ships afloat. They will have accommodations for 5,000 persons and carry crews of 600 men each.—New Orleans Picayune.

BIG LOCOMOTIVES
ARE CONVERTED

Eleven of the 24 100-class locomotives used in the freight and passenger service of the Panama railroad prior to the arrival of the new 600-class engines, have been converted at Cristobal shops, and the remainder are being converted at the rate of two or three a month, says the Ancon (Canal Zone) Record.

These locomotives were made by the Schenectady Locomotive Works and were of the suburban type, that is, the tender and locomotive were on one base. In the conversion the tender is placed on a double track of its own, and the fuel storage has been made interchangeable for oil or coal.

The remodeled engines will be put in service on the canal and railroad construction work, and for that reason will use coal for the present, since there are no oil storage tanks accessible on the relocation work.

One engine has been fitted for oil burning, however, as an experiment, and will be tested on the main line.

ARTISAN INVENTS
HOT DINNER PAIL

A hot dinner pail is the invention of D. H. Morrell of Marion, Ind., who conceived the idea of constructing a compartment for an alcohol lamp in the bottom of a dinner pail and placing the receptacle for the ready prepared coffee above this and the other victuals above the coffee, heating all from the alcohol burner.

Mr. Morrell thinks so well of his invention that he has applied for a patent.

EXTENSIVE PAVING
FOR FT. WORTH

FT. WORTH, Tex.—Commissioner Maddox announces that during 1910 his department will pave about 25 additional streets and asks the public to check up at the end of the year and see if his resolution has been carried out.

With this list of streets to be paved in one year Commissioner Maddox is said to have on hand the most extensive street paving campaign ever started here.

BEVERLY SHOWS A NOTABLE GROWTH

(Continued from Page One.)

West beach. Col. Henry Lee built out on the point adjoining West beach and now known as Lee's point. David A. Neal, then president of the old Eastern railroad, built on near what is now the site of the home of Neal Ransom.

Franklin Haven was among the next to come to the Farms and he purchased the property of several parties. The Haven estate had a fine frontage on the sea and has always been one of the most attractive of the summer places. Mr. Haven built a fine house and did considerable entertaining. Daniel Webster was frequently his guest and came down every fall for a stay. It is on a portion of the Haven estate that Mrs. Levi Z. Letter of Washington and Chicago is to build a mansion which is said to rival anything on the Beverly shore. She purchased three acres of land at what is said to be the highest price ever paid for property, the figures of \$50,000 an acre being generally accepted as true.

From the fifties on the development of the shore property was rapid. William Whiting, a former secretary of war, built on Hale street behind Mingo beach and later this place was purchased by William Endicott. George B. Upton built a fine house off Hale street, which later was purchased by Martin Brimmer of Boston and is now owned by Herbert M. Sears. Patrick Jackson built just below Mingo beach on the property now owned by R. L. Saltonstall. Ellis Gray Loring built on the hill overlooking Mingo beach and this property was for many years occupied by Mrs. John L. Gardner and is now owned by William Amory Gardner of Groton, brother of Congressman Gardner.

The Dexter stone mansion, off Hale street, adjoining the Longworth place was built in the fifties and is now owned in the family. Augustus Lowell, father of the president of Harvard University, built a summer home off Hale street, now owned by G. Howland Shaw.

In 1861, Richard T. Parker, a famous Boston man, built on what is now known as Cushing's point. Since then the property has changed hands and is now owned by William A. Slater of Norwich, Conn., a world-known mail man, who is coming to Beverly after several years abroad. Where John G. Cushing built his summer home on the end of Ober's point were once fish yards but today is one of the beauty spots of the shore and is the summer home of the Guy Normans of Boston, Newport and Washington.

William D. Pickman was one of the first to build at the Cove. Out on Woodbury's point Benjamin Burgess, father of the famous yacht designer, built a fine summer home. Today the place is owned by Mrs. Robert Dawson Evans who also owns the adjoining property on which is the summer White House, built by A. B. Turner, a Boston banker. William Sohier, father of Col. William D. Sohier, was among the early summer residents at the Cove and the property is still owned by the family. The cottage at Hospital point now owned by Alexander Steiner of Boston was built by Henry W. Peabody and later sold by him to Arthur Rotch, in his day one of Boston's best-known architects. The late Senator Don Cameron of Pennsylvania, spent a season there.

Jonathan Preston built at West beach on the property now owned by Sidney E. Hutchinson of Philadelphia. Gordon Dexter purchased the Andrew Larcom place at the Farms and built a fine house there. George Gardner and Caleb W. Loring were among the first to build at Plum Cove. What is now known as the Pump cottage and now owned by John F. Wilkins of Washington on Hale street at the Farms was once a grocery store owned by James S. Peary.

FAMILY HEIRLOOM OF GREAT VALUE

William Trowbridge, an Upper Sandusky woodworker, has just received from C. E. Warner of Tiffin, O., a sideboard for repairs, says the Cincinnati Enquirer. The article was made in England and was for a long time used in the family of President Monroe. It is a genuine Heppelwhite make and was made by hand entirely, the mahogany being inlaid with a wood of lighter color. It is said that duplicate could not be made today, and that because of this it is almost priceless.

RADCLIFFE NOMINATIONS SOON.

The nominations for class day officers of the Radcliffe College senior class will be held next week. The officers are marshal, historian, prophet, poet, lawyer and chairman of the various class day committees.



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Suburban News

MALDEN.

The annual meeting of the Malden Motor Cycle Club resulted in the election of: President, Arthur Morton; secretary and treasurer, Aubrey Eglund; road captains, Godfrey Hansen, Charles T. Rich and Harold Guild.

The Deliberative Assembly will have as its guests this evening the city officials at a discussion of proposed changes for a new city charter.

The Rev. Frederick Edwards of Milwaukee, formerly pastor of St. Paul's church here, will occupy his old pulpit Sunday, having come east on a leave of absence.

BEVERLY.

The high school baseball team will commence practice next week. Louis J. Day, manager of the North Beverly Congregational team in the Sunday school league is to coach.

A special musical service will be given at the Farms Baptist church, Sunday evening, March 13.

Willis A. Pride has been reelected superintendent of the Farms Sunday school, with Miss M. Addie Hull assistant, Elmer Standley treasurer and Miss Addie Williams secretary.

HYDE PARK.

Before the Congregational men's class Sunday noon Arthur E. Wood, a college settlement worker of Boston, will discuss work with boys clubs.

A gymnasium class of 30 members has been started in the basement of the Phillips Brooks Memorial building, Readville, in charge of Charles D. Noyes and Carleton Mergeson.

Charles W. Hudson of this town has 27 canvases on exhibition at the gallery of Dunton & Gordon, 298 Boylston street, Boston.

NEWTON.

The Newton Highlands Improvement Association has chosen: President, Charles F. Johnson, Jr.; vice-president, Frank L. Richardson; secretary, William G. Norris; treasurer, Albert H. Mellen; executive committee, Mr. and Mrs. F. R. Hayward, and Mrs. E. Channing Bouve. The association now has a fund of \$4300.

The approximate cost of the concrete work of the city of Newton for 1910 will be \$18,000.

BROCKTON.

A minstrel entertainment was given at the Commercial clubhouse last evening by the Commercial Club members.

Bishop William Lawrence will officiate at a confirmation service at St. Paul's Episcopal church next Thursday evening.

The Republican city committee has made arrangements for a banquet March 24 at the Commercial clubhouse. Charles E. Hatfield, the new chairman of the Republican state committee, will be a guest.

BRIDGEWATER.

The Ousemequin Club will hold an exhibition of arts and crafts in the town hall Monday afternoon.

McNedden Bros. have been awarded the contract for enlarging the freight house at the Bridgewater depot.

The Sophomore Bugle, the high school paper, was issued Friday, and during the remainder of the season the paper will be issued semi-monthly.

MELROSE.

At their meeting next Wednesday evening the Sons and Daughters of New Hampshire will have Warren W. Hall of the Appalachian Club as a speaker. He will illustrate his address with stereopticon views of the White mountains in winter and summer.

WALTHAM.

Miss Margaret Cummings is to lecture on "The Works of Tennyson" at the Waltham Christian Church the evening of March 17.

FARMERS UNITE TO CUT EXPENSES

SPOKANE, Wash.—H. E. Sharp, president of the Meadow Lake branch of the Farmers Educational & Cooperative Union of America, which claims 3,000,000 members in the United States, announces that it is planned to establish wholesale and retail stores and a warehouse in Spokane to serve consumers with products of the farm at cost. It is also proposed to have similar concerns in every city of the 100,000 class in the state. The object is to reduce the cost of living by eliminating the middleman.

Officers claim the union controls the products and trade of 95 per cent of the farmers in the Northwest.

ENGLAND'S KING BUYS A VILLA

LONDON.—The Milan correspondent of the Chronicle says the beautiful Villa Brazilian at Posillipo, has been acquired by Sir Rennell Rodd, the British ambassador to Italy, on behalf of King Edward, who contemplates staying there at the end of March.

King Edward and Queen Alexandra have been anxious for years past to obtain the villa, which commands a magnificent view of the bay of Naples, for a holiday residence.

FRESH POND TRAIN STOP ASKED. Many citizens of Cambridge, patrons of the Boston & Maine railroad, living in the vicinity of Fresh Pond station, have signed a petition which has been filed with the Massachusetts board of railroad commissioners asking that the train leaving Waltham at 7:40 a. m. and the train leaving Boston at 5:25 p. m. stop at Fresh Pond station. The commissioners have set March 16 for a hearing.

SAVINGS BANKS, LIBRARIES AND PLAYGROUNDS ARE NEW FOR PORTO RICO'S SCHOOLS

Report of Commissioner of Education Shows That Natives Can Be Taught Value of Thrift—Twenty-Four Acres Devoted to Athletics and Games.

SAN JUAN, P. R.—Among the features that have characterized the progress of educational work in Porto Rico are school savings banks and school libraries.

The ease with which fruits and vegetables are obtained all the year around in Porto Rico, and the demand for labor, which enables all those capable of working to earn a living, contribute to the lack of incentive to economy. In view of this condition, the showing made by the school savings bank system, inaugurated during the school year 1908-9, and reported upon by Commissioner of Education Edwin G. Dexter, embodied in the annual report of the Governor, is encouraging.

Total deposits to the credit of the pupils in the schools of \$6,783.22 were made, although in many districts the system was not started until about two months before the close of schools, and in one or two towns even later.

The amount to the credit of the 6037 pupils in September, the time of making the report, was \$3,865.31, an average of 48½ cents each.

Great enthusiasm and interest have been manifested all over the island in the idea, and banks were in operation at the time of making the report in 265 schools, while in Mayaguez the teachers have been led to start a savings system of their own.

Plans for the details of the savings bank system were not promulgated until the opening of the school year, a foundation for the successful start of the system having in the meantime, by means of conferences and talks before the classes, been laid.

The funds at the disposal of the government were not available for the purpose of securing the printed forms and supplies needed to establish a uniform accounting method, and this need was met through the generosity of A. F. Estabrook, a retired Boston banker, who has always taken a keen interest in Porto Rican matters.

During the same year (1909) a start was made in the development of the few libraries already in operation in the schools, and in the establishment of additional libraries. At the beginning of the school year 1908-9 there were libraries in ten towns. In several of these books were not in use or were only for teachers' reference. In addition 16 towns had libraries open to the public, but the books had been chosen mainly for older persons, and little, if any, attempt had been made to provide books of special interest to children. Libraries in rural schools were unknown.

NEW YORK CENTRAL RAILROAD ADDS TO ITS TERMINAL PLANS

NEW YORK.—The New York Central Railroad Company has prepared plans calling for the expenditure of millions of dollars in addition to the vast amount already contracted for, with a view to making its Forty-second street terminal one of the beauty spots of the city. Fifteen square blocks, comprising all the realty which the company controls between Madison and Lexington avenues, and Forty-second and Fifth streets, are included in the improvement plan. On this site has been proposed for a new Metropolitan Opera house, the National Academy of Design, and other notable institutions.

According to the plans prepared by the New York Central architects, the proposed improvement begins at Fifth street and Park avenue, to which point the company controls. For months past the work of depressing the tracks so that the Park avenue crossings will all be at grade has been carried on day and night by three shifts of laborers and engineers.

When this undertaking is completed the tracks will be roofed over, so that they will enter below the street grade the new Grand Central terminal, which is to cost about \$20,000,000 and occupy three blocks between Forty-second and Forty-fifth streets. This structure, which is to be of classic design will face north and south, both facades being highly ornamental. On the north it is proposed to continue Park avenue at about its present width to the north end of the new terminal, beautifying it with small parks in the center to divide the two roadways.

One plan is the erection of the 12-story commercial buildings, each covering a square block, to cost \$3,500,000, between Forty-sixth and Forty-eighth streets, Lexington and Park avenues. Plans have been prepared for the structure by Reed & Stern.

According to the plans an auditorium will occupy the ground floor of one of the sections of the new building, which will be large enough to accommodate 6000 persons. Particular attention has been paid to the acoustic properties, rendering it serviceable for concerts, political and other conventions, and mass meetings. The upper floors will be divided for the convenience of large or small exhibits. There will also be many smaller rooms for balls, entertainments, society meetings and other uses. The nine upper floors will be devoted to business offices.

MINSTREL SHOW FOR NEWSBOYS. Newsboys of the city have been invited to meet at the Boston Newsboys Club tomorrow to consider preparations for a minstrel show which it is planned to hold under the auspices of the club early next month.

At the time of making the report there were 20 libraries in 18 towns, containing a total of 23,975 volumes, with a reported cost of \$8,314 for maintenance. The largest of these was the insular library, located in San Juan, originally established by the department of education and now maintained by the insular government. It contains 8650 books and costs \$4480 for maintenance.

Through the courtesy of publications in the United States attention was called to this need of the schools of the island, and steamship companies offered to transport free all books donated for the purpose. More than 400 books and magazines were donated, in response. Mr. Estabrook of Boston again showed his interest by a liberal cash contribution.

It was in the rural schools, however, particularly in the mountain wards or "barrios," that the most urgent need for these libraries was felt. In those places, because of the difficulties of travel, children seldom go beyond their own neighborhood, and have no access to books other than the elementary textbooks used in the schools.

Boxes, holding about 50 books each, and of a size suitable for transportation on horseback over the rough trails, were sent out the latter part of the school year and were well received. It is the intention to have these boxes of books sent on from school to school, until all have had access to them. The majority of the books are in English, which limits their usefulness at present, but this limitation will disappear with the increase in English instruction, and the library will prove an incentive to the study of English. There are at present 67 rural libraries, containing 2891 volumes.

The matter of playgrounds has begun to receive earnest attention. Up to the beginning of the school year 1908-09 there was but one playground in the island, established and still maintained in Ponce by the Playground Association of Porto Rico. Dr. Henry S. Curtis, secretary of the Playground Association of America, gave illustrated lectures in island cities on the development of playgrounds in different parts of the world, and with the work of General Superintendent F. E. Libby great interest was aroused in the playground movement. In 13 towns land for playgrounds has been donated by the municipality, and in one by a private individual. In all, over 24 acres have been set aside for playgrounds in 27 towns and in 39 definite steps toward their establishment have been taken. In 19 towns some apparatus has been obtained.

PLAN HANDSOME BANK STRUCTURE

Charles J. Paine et al., trustees, and Mrs. Edith D'Orrville have sold the properties numbered 70 to 76 Devonshire street, opposite the Globe building, to F. S. Goodwin, trustee, who will erect a modern two-story banking building designed for a single tenant.

The new structure will be two stories high, and will be erected especially for banking purposes. The property comprises a four-story granite structure, with offices on the upper floors and store on the lower. It has an assessed value of \$22,000, of which \$84,000 is on the 1354 square feet of land.

The adjoining parcel, 74 to 76 Devonshire street, sold by Mrs. D'Orrville, is a four-story granite structure with store on the lower floor and offices above. It occupies 1464 square feet of land, taxed for \$90,700, the total rating being \$99,700. In the construction of this building the improvement is of especial interest at this time, as it means a breaking into what has been a dark spot in the heart of the financial center, and is another step in the development of Devonshire street as an important banking street.

Through the office of Joseph Congdon of the Old South Building Frank A. Shimer of Newton has sold to W. C. Holbrook 12,600 square feet of land in Pilgrim road in the Waban district of Newton. Mr. Holbrook intends to build a fine residence for his own use. This is the second lot of a large tract of land recently purchased by Mr. Shimer to be sold through Mr. Congdon's office.

PLANTING LARGE ASPARAGUS BEDS

SPOKANE, Wash.—Fruit-growers at Kennewick, on the Columbia river in Benton county, Wash., southwest of Spokane, have obtained 250,000 asparagus plants, which will be set out in a short time, the plan being to produce the vegetable for export by the carload. They believe that asparagus can be grown in commercial quantities at a big profit, and if the venture proves the success predicted for it by experienced truck gardeners, they say that canneries will follow. They have sufficient plants to spread over more than 100 acres.

FT. STRONG TO HAVE WALKS.

The war department is going to beautify Ft. Strong by the construction of walks, drains, flower plots and laying of sod. For this purpose Capt. Alexander M. Miller, the new constructing quartermaster, will open bids in Boston April 4.

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NEWS OF THE REALTY MARKET

This week has been one of "big things" in the real estate market, not only in the city proper, but in the outlying districts. Allston, for instance, has been the scene of much activity and sales made there this week are important because they will result in improvements which will be of benefit to the whole community. The extensive tract of land in Commonwealth avenue in the Allston district just purchased by William H. Emenio, Richard C. Williams and George H. Oakman through W. J. McDonald, 95 Milk street, will be bettered with beautiful apartments to cost about \$200,000 above the land.

Another big transaction in this section consummated this week by Mr. McDonald involves the imposing stucco apartment building, shown in the accompanying illustration, located at the junction of Commonwealth avenue and Harvard avenue.

The sale through the same broker of one of the largest plots of vacant land this side of Brookline also promises activity in building, for the purchasers, a syndicate headed by Max Shoolman, intend to develop with brick and stone homelike apartments to cost in the vicinity of a quarter of a million dollars. The location is at Audubon, Mountfort and St. Marys streets in the Back Bay.

Several business parcels in the heart of the city have figured in the dealings, among them being properties in the market and leather districts. The South End and Back Bay have been prominent and the prospects for continued activity in trading are decidedly bright.

The sale has just been closed of a large property in the South End, comprising several new brick houses, numbered 424 to 430 Harrison avenue, corner of Dover street. The title is given by Abraham Blander and the purchaser is Aaron Rosenberg. The property has a large frontage on both of the above named thoroughfares and occupies 13,600 square feet of land, with a total rating of \$63,300. Of this amount \$39,300 is on the land.

The four-story well-front brick house and 2538 square feet of land at 308 Newbury street, near Hereford street, Back Bay, have been purchased by Isadore M. Nichols from Charles R. Evans through Arthur W. Evans. The property is taxed on a valuation of \$19,600, of which \$8900 is the rating on the land.

CAMBRIDGE SALES.

Papers have been put on record conveying the estate numbered 88 Prospect street, consisting of a 10-room house and 9500 feet of land, with a total assessment of \$6900, to Martha A. Crocker of this city. Charlotte A. Crowell was the grantor.

Papers have also been recorded conveying to Charlotte A. Crowell the estate numbered 34 and 36 Lee street. This property consists of two eight-room houses, with modern improvements, and 6200 feet of land, assessed on a valuation of \$7400. Martha A. Crocker was the grantor. The purchaser will occupy one of the houses. Miss M. W. Willard was the agent in both of these sales.

ROSLINDALE TRANSFER.

Warren F. Freeman of the Kimball building reports the sale of lot No. 5, South street, Roslindale, containing 4275 square feet, for Robert Faulkner to John Anderson, who has just completed a high grade two-family house on the lot.



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ONE OF WEEK'S BIG SALES.
The attractive cement apartment building in Commonwealth avenue, junction of Harvard avenue, Allston, which is in new hands.

on lot No. 4. Windsor R. Porter & Son represented the purchaser.

MANY SALES REPORTED.

The Edward T. Harrington Company reports the following business transacted through its office during the past week: Amos B. Harris et al. have conveyed the estate at 13 Clinton street, corner of Chelsea street, Everett, to Edwin Schranck. It comprises a dwelling and 15,000 square feet of land, the Chelsea street frontage being 62 feet, extending about 200 feet on Clinton street. The assessed valuation is \$5700.

ACTIVITY IN REVERE.

Edmund Hargraves of Boston has purchased the estate at 42 Allston street, Revere, comprising a modern 10-room house and two lots of land, all assessed on a valuation of \$3600. The grantor is Mary MacDonald of Boston.

Eleanor Bernard has sold her new two-family house of 17 rooms, together with two lots of land, to Eva S. Rose of Revere, who buys for investment. The property is numbered 52 Ambrose street, Revere, and is assessed on a valuation of \$5800, the price paid being in excess of that figure.

Dorchester.

Deeds have gone to record conveying title to the two three-apartment houses belonging to Charles M. Ward, numbered 16, 17 and 19 Hamlet street, Uphams Corner, Dorchester, and 5260 square feet of land, all assessed on a valuation of \$9400. Lena B. Russell buys for investment.

Arlington Land.

Helen M. Squire has sold lot No. 5 in Harlow street, having a frontage of 50 feet and containing 6672 square feet, to Guy P. Nichols.

Lot 145 on Oxford street, having a 50-foot frontage and containing 4950 square feet, has been sold to W. E. Waterman of Charlestown. Helen M. Squire is the grantor.

Marlboro Farm.

Deeds have gone to record conveying the Avery Longel farm in Berlin road, Robin Hill, Marlboro, consisting of a farmhouse with the usual outbuildings and 13½ acres of land. The purchaser was A. B. Robinson, who has already taken possession.

Beverly Land.

The Prospect Hill syndicate has sold to George B. Donkin lots Nos. 106 and 120 on the easterly side of Lowell street,

near Montserrat station, having a frontage of 50 feet each and a combined area of the 10,450 square feet.

The sale is reported of lot No. 119, corner Oakmount circle, Oakmount park, Lexington, containing about 20,000 square feet of land with a frontage of nearly 200 feet. The grantor was C. A. Gleason et al. and the purchaser was Sidney M. Bartlett.

W. W. Small, president and manager of the Factory Exchange, reports that agreements have been made through his office leasing for a term of years a portion of the extensive manufacturing plant at 290 Marginal street in the East Boston district, owned by the Union Welling Company, to the Acheson Oldlag Company of Niagara Falls, N. Y., which will use it for the purpose of preparing defoliated Acheson graphite for the market. The materials used for this are manufactured in Niagara Falls by electric power, but are to be prepared in Boston owing to the specially fine quality of the city water.

Edward H. Wiggins has removed his offices to rooms 914-917 Massachusetts building, 60 State street, where he has been located for more than 12 years. W. C. Brackett, E. O. Holmes and J. L. Lott are identified with Mr. Wiggins in his extensive real estate and mortgage business.

The following comparative statistics of New England building operations during February have been compiled by the F. W. Dodge Company: Contracts awarded month of February, 1910, \$8,432,000; corresponding period, 1909, \$5,567,000; 1908, \$3,651,000; 1907, \$6,318,000; 1906, \$7,368,000; 1905, \$6,487,000; 1904, \$3,598,000.

In Dorchester

Mrs. Arthur P. Cress has purchased a residence on Sydney street, Dorchester. Daniel J. Daly was the real estate broker.

Mrs. Ira E. Worcester has purchased a piece of property on Park street, Dorchester. C. C. Doten was the real estate broker and Mr. John W. Sherman was the attorney for the purchaser.

The Massachusetts Title Insurance Company examined and guaranteed the titles. The Massachusetts Title Insurance Company backs up its work with a formal guarantee policy, absolutely protecting the purchaser of real estate from any loss or trouble.

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CLUB RAPS BOSTON THEATER CONDITION IN BOARD'S REPORT

(Continued from Page One.)

shows, 85.4; legitimate performances, 13.5; grand opera, 1.1.

"The subdivisions bear the following percentages to the whole: Shakespearean drama, 0.9; drama, 1.7; melodrama, 3.6; farce, 1.3; minstrel, 0.3; comedy, 4.9; musical comedy, 5.5 (of which only 0.7 approaches legitimate comic opera), and, finally, dancing, 1.2.

"At 10 cents a seat, the moving picture shows have an income of \$40,242.80 per week; the four moving picture and vaudeville theaters (averaged at 15 cents a seat), \$11,904.30; the vaudeville theaters and burlesque houses (at an average of 50 cents a seat), equal \$27,872 and \$40,350 per week respectively, the total being 120,300.10. The eight regular theaters—\$1 average the seat—\$111,608; and two popular theaters (at an average of 35 cents the seat), \$13,808.45, or \$235,835.55 seating value the week. The Boston Opera, with 15,000 seats (average at \$2 apiece), adds \$27,180, making a total expenditure for amusements in Boston of \$273,000 a week.

"The overwhelming preponderance of cheaper and less desirable forms of entertainment is to be noted. Yet these theaters evidently appeal more and more strongly to their habitues. The great growth of new houses of this type indicates not only a rapidly increasing following, but also a tremendous and growing tendency toward a lower and less desirable form of recreational amusement. This tendency is to be seriously condemned. It is also to be regarded with something of alarm; since a constant attendance upon such forms of entertainment—if long persisted in—cannot but make the spectator less able to enjoy genuine dramatic art, or any other serious and profitable amusement. The fact, also, that a large proportion of the entertainments in even first-class theaters is of a strikingly vulgar character, approaching burlesque or vaudeville (as are most of the so-called musical comedies of the day), indicates that the theater, potentially a tremendous educative force, has under present conditions so degenerated that it is actively exercising an equally tremendous and widespread influence in lowering public standards of morality and decreasing the average of efficiency of the individual citizen.

"However, Percy Mackaye's 'The Scarecrow' was given two presentations in Brattle, Cambridge, and one in Jordan hall (seating 1019), Boston, by the Harvard Dramatic Club; the 'Medea' of Euripides in Gilbert Murray's version was given three presentations in Jordan hall by Bryn Mawr College graduates; and William Vaughn Moody's 'Faith Healer' was presented, in rather a commercialized form, by Henry Miller at Harvard, on invitation of the English department. These three results of private enterprise have somewhat brought up the average.

"The vaudeville situation, as represented by the better class houses in Boston, is, on the whole, not unsatisfactory. These theaters cater to audiences composed largely of women and children, and their influence is, for the most part, at least innocuous, the managers having apparently learned that a clean show pays better, as a business proposition, than one that is vicious or even suggestive.

"At one of the best picture shows a serious attempt has been made to make the moving picture show of educational value, and a quite surprising list of features has been given at that house during the period covered by this report—short lectures, songs of popular and musical appeal, such as the Toreador song from 'Carmen,' for instance; and moving pictures showing patriotic events and scenes of educational value. This policy has proven so successful that the management has recently raised the admission from 10 cents, the universal sum elsewhere, to 20 cents for afternoon and evening, and the house continues to be crowded almost to its extreme capacity.

"The entertainment regularly found at some classes of theaters does not tend to improve or refine the moral sense, in case it still exists in the spectators. In some cases it appears to be distinctly the intention of those directing or responsible for the performance to debauch or destroy such a sense. In the opinion of many persons, the performances given every week, twice a day, at the burlesque houses are seriously injurious and depraving to those who habitually attend these theaters.

"Any examination of the dramatic departments in the daily and Sunday papers cannot fail to hint that there exists a very definite relation between criticism and advertising. For instance, why does a certain paper criticize performances at two theaters on Tuesday night, and mention them in advance notices on Saturday evening, when it ignores the two other theaters of exactly the same class? Complaint is constantly made by the public that the papers do not make a proper attempt to inform their readers of the kind of show that is being given at the different classes of theaters. No emphasis, for instance, is placed on the fact that the burlesque performances are in any way different from musical comedies or farces reviewed at the more legitimate playhouses. From anything that the public can tell by reading these advertisements, a performance at these burlesque houses may be just as respectable and refined as one at the colonial or the Hollis during the same week.

"It is well known to every playgoer that the public is never adequately informed when plays are not worth seeing. The critic is then disposed to disguise his sentiments within a mist of words which quite prevents the ordinary reader from

Happenings in New York

Ramblings of a Stub Pen

New York Daily Letter.

NEW YORK—Two subjects which will engross the attention of the international congress of inventors, which will meet at Rochester in June, are the preservation of models deposited by inventors in this country and the erection of an adequate fireproof building to take the place of the present patent office building at Washington, which is said to be small, inflammable and inconvenient. Inventors generally are desirous of preserving the models of American inventions that have accumulated in the patent office.

For about 10 years the patent models in Washington were stored in the Union building, occupying dustproof cases with glass sides and ends. They were catalogued and numbered so as to be instantly available to the patent office officials and visitors. This space in the Union building was paid for by a congressional appropriation, in order to avoid which it was proposed to dispose of the models. About 5000 of them were thrown aside as worthless in 1907, and a few regarded as of historical value were boxed up and stored in the Smithsonian Institution. Others were packed into the smallest possible space. About 3000 of them now stand in the corridors of the interior department, absolutely inaccessible. The handsome cases with glass sides were sold by the secretary of the interior for \$2500, although the original cost is said to have been between \$200,000 and \$300,000.

The 5000 models thrown aside, it was intended to sell off at auction, but a vigorous protest from the international congress of inventors stayed off this action. The congress now will seek to secure an appropriation for the suitable treatment of models sent by American inventors to Washington. About \$7,000,000 in patent fees has been paid in by inventors and it is from this fund that the appropriation will be asked.

Marking the site of the old county court house at White Plains, N. Y., where the provincial Congress in 1776 proclaimed New York an independent state, there will be unveiled on Flag day—June 14—a monument con-

discovering whether or not he will obtain his money's worth by attending the performance under discussion. In this custom—for it has grown to be such—all of the newspapers are in common fault. Is it not possible that they have overlooked their duty to the public by keeping their eye too closely upon the counting-house? While it may be difficult to adopt a standard that will apply suitably to the entire theatergoing public, it is not a difficult matter to state clearly and exactly, in a few words, the type of play given at the various theaters, and its comparative standing in the grade or class to which it belongs.

Police Commissioner O'Meara discussed the present law in a letter as follows: "There is no possibility that any performance likely to be given in a theater could be attacked effectively on the ground of immorality by prosecution under the criminal laws.

"A theater may be reached through its license. The licensing authority is the mayor, but his free action is obstructed by the act of 1908, which requires that both the mayor and the police commissioner shall be of the opinion jointly that particular parts of a performance are immoral. What such opinion could be based upon other than personal observation I am unable to say. Should the two officials be in agreement, the mayor has a right to direct that the parts of the performance in question be eliminated. I presume that the authority would not be sufficient to justify the suppression of a whole performance, and yet the worst material usually consists of gestures, postures and other manifestations, oral or acted, scattered all along the way. Should the persons responsible for the performance fail to eliminate the parts indicated, the mayor may suspend the license of the theater for 'such particular representation,' whatever that means.

"The full power should be with the licensing authority. The licensee should be held responsible for the character of every performance given in his theater, and punishment by suspension of license should follow any unlawful exhibition.

Respectfully,
(Signed) STEPHEN O'MEARA,
Police Commissioner.

"Under a properly worded law, making theater licensees responsible for the performances given, making these licenses revocable in the same way every other licensee to the theatrical licensees, of its departments is revocable, and making it possible to apply the criminal law as it exists on the statute books for other licensees to the theatrical licensees, immediate retribution would overtake those who offend against public morals, and the closing of a theater for one day would mean a monetary loss to both the licensee and to the company playing the house that would act as a most effective deterrent to any other house or company likely to come under a similar ban! At present no authority exists capable of closing a house even under the most extreme conditions, no matter how flagrant the offense may be.

The report is signed by Frank Chouteau Brown, chairman, Miss Helen A. Clarke, Miss Lotta Clark, Robert M. Baker, Nathan Haskell Dole, William F. Macy, drama committee, Edward H. Chandler, secretary.

structed in large measure from the material saved for the purpose from the ruins of the building it is to commemorate. The design is now being modeled by B. L. Zimm of this city, and was drafted by Arthur Ware, an architect. White Plains chapter, D. A. R., is responsible for the construction of the monument and it will conduct the dedicatory ceremonies. Invitations will be sent to officials of this and other states.

State Senator Edgar T. Brackett recently prepared a bill providing for a test ballot of women throughout the state to determine whether they wanted the suffrage. The mock election was to take place on the day before the next election and the election officials were to receive and count the votes. The New York State Woman Suffrage Association, however, has presented Senator Brackett with a memorial demanding registration of women boards of registration and women ballot and poll clerks. The memorial demands also that as much time be given to this registration as is given to the registration of men; that this election be held on a legal holiday; that the polls be open as long as on election day; that all election officers be women, and that watchers be men and women appointed equally by suffrage and anti-suffrage associations. It also sets forth that there is insufficient time before next November to naturalize foreign women who would want to vote at the mock election.

It says that as the cost of registration would be \$238,000 and a mock election in New York city alone \$227,000 it would be unwise to "put the state to the expense."

ROAD COMMISSIONER EXTOLS HIGHWAY AS NEW JERSEY ASSET

TRENTON, N. J.—In his annual report State Road Commissioner Frederick Gilkyson says that the largest asset of New Jersey is its great system of good roads. "More money has been spent on good roads than on any other improvement," he points out, "and to conserve this asset the intelligent advancement in the work of road construction along modern lines and the giving of the most careful attention to properly caring for the roads already improved is of vast importance."

"Until a few years ago a well constructed macadam road was considered ideal, but the increasing use of our roads by motor vehicles, as well as the increased tonnage which wagons and trucks haul over them, make a strong demand for a better and more durable construction."

"Never in the history of this department has the demand for the extension of road improvements been so great. This demand comes not alone from the automobilists or from those who use our roads for pleasure or for business purposes, but from the farmer, who is fast realizing the advantages of improved roads."

"It would be difficult to compile statistics which would show the actual value of an improved road to the agricultural interests in any section of the state, but certainly the increased value of lands within the territory through which the road passes, the reduction in the cost of hauling, and the advantages gained by the ability of the farmer to reach the market at all times, make the improvement of roads of inestimable value to these interests."

"The great value of good roads to New Jersey is becoming more and more apparent each year. They have brought within our borders a large and desirable citizenship, communities have grown to boroughs and cities, manufacturers have been quick to see the advantages of locating in suburban districts with good roads over which to haul their products to the railroad stations, industrial centers have grown from what a few years ago were villages in almost every locality in our state, real estate values have been enhanced, and, as a result, there has been a steady and healthy growth in our ratables."

BOARD APPROVES THREE-CENT FARE

NEW YORK—The board of estimate Friday adopted the report of its franchise committee recommending the granting a franchise to the Manhattan Bridge Three Cent Fare line. A resolution was passed directing the chief engineer of the board to prepare the form of contract and submit a report outlining the terms and conditions on which the franchise should be granted.

GOLF PLAYER IS ENGAGED

NEW YORK—Mr. and Mrs. J. Rowland Mix of New York announce the engagement of their daughter, Miss Julia Rowland Mix, the golf player, to Arthur Howdra Blight of Toronto, Can.

PARK PLANS AMAZE CONSERVATIVE FOLK FOR NEW YORK CITY

NEW YORK—When Park Commissioner Stover was first appointed and made the first declaration of his policies New York was astonished. But as from week to week Mr. Stover has enunciated scheme after scheme which he intended to develop, all looking to the provision of the people with ample open-air facilities for meeting and recreation, the city's astonishment has turned into amazement and the amazement almost into skepticism, so utopian do the plans seem for which he stands sponsor.

Mr. Stover's latest announcement is that it is his ambition to see the erection of a public stadium stretching along the shore of the Hudson from Seventy-second street to One Hundred and Twenty-ninth street, and an open-air theater and stadium to hold 10,000 persons in Amsterdam avenue adjoining the City College grounds, for which a citizen who withholds his name has offered \$100,000 and for which George B. Post, the architect, has submitted a design.

Among the other projects which Mr. Stover has declared himself anxious to carry out in practice are the establishment of one or more forums for public discussion in the parks, the establishment of numerous municipal dance and recreation halls in the congested districts and on the piers, the running of municipal boats in adjacent waters for the benefit and recreation of the poorer classes, the utilization of all possible vacant spaces for playgrounds, and the giving of high-class concerts free in the parks and the production of grand opera at popular prices under municipal auspices.

Y. M. C. A. TO TAKE UP FARM STUDY

NEW YORK—A practical course of lectures and conference for the presentation of agricultural and similar themes is the latest innovation at the Bedford branch of the Y. M. C. A., Brooklyn. The idea is to be of help to men who have a longing to enter agricultural pursuits and show them how to make a start. The course is also designed to be of benefit to owners of country property that they may wish to further develop as profitable farms or inexpensive country homes.

The instruction will eliminate all unnecessary theory and give emphasis to the practical application in every case of the topic under discussion.

SOUTH PROSPERS, DECLARES EDITOR

NEW YORK—Prosperity with a big "P" was the way Richard H. Edmonds, editor of the Manufacturers Record, referred to conditions in the South while in New York Friday.

"The cumulative effect of the work of the last 30 years for southern upbuilding is now materializing," he said. "The South has caught its gait. The cotton crop of 1909-10, including the seed, will be worth from \$900,000,000 to \$1,000,000,000, or double the world's gold production for the same period. And yet cotton represents only a little more than one third of the total value of agricultural products of that section. The industrial development is keeping pace with agriculture."

ASSETS FOOT UP BUT FEW DOLLARS

NEW YORK—Assistant District Attorney Bunker, who has charge of the prosecution of the members of the failed firm of Tracy & Co., which suspended May 17, 1909, with liabilities exceeding \$1,200,000 and assets estimated at \$250,000, declared today that after examining the books of the firm, turned over to him by order of the United States court, he has discovered that the total assets are but a few dollars.

He stated that he has expert accountants at work on the books and that their report will be introduced as evidence against the accused brokers, who are to be placed on trial next week.

The three brokers who are indicted on several counts of grand larceny each are William W. Tracy, Robert B. Covington and Frederick W. Parker.

CLEVELAND MAN BUYS SHIP STOCK

LONG BEACH, Cal.—John Corrigan, a Cleveland millionaire, with big shipping and oil interests in the East, has subscribed for \$25,000 stock in the Western Steam Navigation Company, which is building a steamer to ply between this city and Portland, Or. The boat is now under construction at the Craig ship plant.

Corrigan has announced that he wants the first \$30,000 in the second steamer to be built for the same company, which practically assures a third big contract for the ship plant.

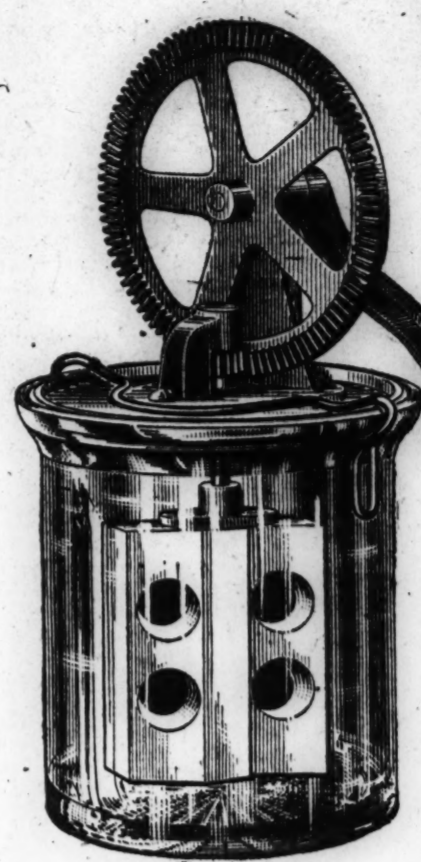
REPORT SNOW COVERS PLOWS.

GLENOGLE, B. C.—It is reported here today that two train crews engaged with rotary plows in clearing a snow-slide in Rogers pass on the Canadian Pacific railroad have been buried by a second avalanche. Direct communication is cut off.

YOU CAN MAKE BUTTER in 1 MINUTE

THE TURN-A-MINIT CHURN makes the sweetest, purest, best butter you ever tasted, in one minute, from sweet or sour cream.

It makes fresh butter—butter seasoned as you like it—not preserved for months in salt, but absolutely pure—and at a saving of 10 to 15 cents per pound. One quart cream makes about one pound of butter.



PATENT APPLIED FOR

Moreover, you can have
—whipped cream in 20 seconds;
—mayonnaise dressing in 30 seconds;
—soufflé, icings, beaten eggs, light batter in a few turns of the handle.

Built with integrity, upon a new principle—of solid removable parts that can be thoroughly cleansed. The only sanitary churn. The porcelain dasher and the rib inside the jar are only two of the many valuable features which distinguish it from any other churn on the market.

They give the one-minute speed.

You need it—every housekeeper does—for convenience and economy.

Quart size \$2.50, delivered anywhere; Gallon size (jar of porcelain instead of glass) \$7.50. Prices of larger sizes on application.

Attractive terms to agents.

Send a postal for descriptive booklet.

The Turn-A-Minit Churn Co.

284 Metropolitan Tower New York City

CIVIC CONFERENCE NEXT NOVEMBER

The Massachusetts Civic League committee on village improvement met at the Boston City Club Friday and organized the third Massachusetts civic conference, which is conducted under the auspices of the league. The conference will be held in Boston Nov. 2 and 3, 1910.

The first session is to be devoted to home and school gardens and the relation between gardens and the home, and school and playground; the second will relate to social centers; the third to roundtable of village improvement activities; and the fourth to the architecture of roads and roadsides.

MILLS AT LUDLOW INCREASE WAGES

LUDLOW, Mass.—The Ludlow Manufacturing Associates Friday notified their employees of an increase in wages. Bagging weavers are to be paid 22 cents per 100 yards up to 3500 yards a week, and for all cloth in excess of 3500 yards at the rate of 25 cents per 100 yards. Wages in other departments will be advanced from 5 to 10 per cent.

The increase is a result of the mediation of the state board of conciliation and arbitration, which took up the matter of the relations between the company and its employees following the strike of several months ago.

LETTER CARRIER MEASURE FAILS

WASHINGTON—Representative Keliher of Boston offered an amendment to the postoffice appropriation bill to increase the pay of the 5000 substitute letter carriers of the country, but failed Friday.

It provided that substitute carriers, when taking the place of carriers absent with pay, should receive the prevailing rate of 30 cents an hour, and when the carriers were absent without pay, that their substitutes should receive the pro rata of the regular carriers. Mr. Keliher explained that the substitutes did not now receive an adequate living wage.

WAR RESEARCHES FOR DR. JORDAN

SAN FRANCISCO—Dr. David Starr Jordan, who since the foundation of Stanford University in 1891 has been its president, will resign at the end of six years, take the benefit of the Carnegie Foundation fund and devote his attention to study.

For many years Dr. Jordan has spent as much time as his studies would permit in researches into the results of war upon the development of humanity. With \$4000 a year which he will receive from the Carnegie fund he will have all his time to devote to research.

SCHOOLGIRL GYMNASTS DRILL

More than a thousand parents and school pupils of Medford witnessed in the armory Friday night an exhibition drill of the gymnastic work of the high school girls of that city. The drill was in charge of Miss Laura H. Patten.

At the Railway Terminals

The New York Central railroad private car 300, occupied by General Counsel Albert H. Harris of New York city, arrived at the South station early this morning over the Boston & Albany road.

The Boston & Maine road ran a special official train from the North station at 7:35 p. m. Friday for the purpose of thoroughly testing the acetylene gas headlight on double track.

The commercial salesmen of the Hamilton-Brown Shoe Company left St. Louis Friday evening in special equipment provided by the Pullman Company for Boston via the Wabash and Boston & Maine roads. They are due to arrive at the North station tomorrow morning.

The Plymouth division of the New Haven road has a number of work trains hauling gravel to repair the washouts down on the Cape.

ASK REFERENDUM ON SHERIFF BILL

A strong effort will probably be made at the Tuesday session of the House to get a county referendum on the question of extending the term of sheriff to five years. It is a matter of interest all over the state and the argument is made that the people themselves ought to be allowed to decide whether they want an extension or not, leaving each county to decide for itself.

The discussion is receiving considerable attention outside of the Legislature. The argument of those favoring the measure is that the office of sheriff is of such a nature that it should be removed as far as possible from political influence and that the expense connected with the office is so great that a long term of office is necessary to justify a man in making a sacrifice to fill the office.

Those opposing the measure say that the office comes so close to the people that it should not be removed from them any further than is absolutely necessary. The bill has passed a third reading and comes up this time on the question of assent.

DEVICE TO SIGNAL ARMY BALLOONS

A device for signaling to military balloons at night has been fixed on the tower of the railway station at Spandau, says the Berlin Lokal-Anzeiger. It consists of a large horizontal wooden ring provided with 38 electric incandescent lamps. Such lighthouses with intermittent lights for aerial navigation are also to be erected at Nauen and Potsdam. Experiments have recently been made with the intermittent lights on the tower at Spandau.

CHILDREN GIVE EXHIBIT

This afternoon in the vestry of the Congregational church in Winchester the Boston Childrens Aid Society repeats the exhibit given at the Boston-1915 exposition. The Artemis Club, composed of young women, is especially interested in the work.

SMALL PER CENT OF WORKMEN IDLE

The number of union workmen idle from lack of work or material between September and December, 1909, was between 3 and 4 per cent, as against 10 per cent for the corresponding period of 1908. This fact is contained in the quarterly report issued today by Charles F. Gettemy, director of the Massachusetts bureau of statistics, on the state of employment in the organized industries.

In all other ways conditions were fully as favorable for the quarter as in any previous period, and in some cases much improved.

ANCIENT SOCIETY ELECTS OFFICERS

"A Republican Institution of the Town of Boston" held its annual dinner Friday evening at Young's hotel. The organization was founded in 1810 to ameliorate the animosities and stimulate the stagnant condition of trade resulting from the war of 1812.

The following officers were elected: President, Harvey N. Shepard; vice-presidents, Horace Dodd, William Richardson, Thomas Aspinwall and Henry P. Clark; treasurer, Francis H. Brown; solicitor, Francis C. Welch; recording secretary, Walter H. Dugan; corresponding secretary, William F. Davis.

SMITH ALUMNAE ELECTION.

NORTHAMPTON, Mass.—Ballots for the nomination of alumnae trustees have been submitted to the members of the alumnae association of Smith College. The ballots bear the names of Mrs. Lucia Clapp Noyes '81, Boston, whose first term as alumnae trustee expires this June; Miss Martha Wilson '85, Chicago, and Miss Bertha F. Bardeen '95, Syracuse.

CENSUS GAIN IN MINNESOTA.

MINNEAPOLIS, Minn.—Minnesota gained 3081 more new citizens from foreign countries in 1909 than the previous year, according to figures of Charles W. Seaman, inspector of immigration for Minneapolis. Minnesota was eleventh in the rank of states in the amount of immigration.

NEW LINE FOR MINNESOTA.

DULUTH, Minn.—The Great Northern railroad is planning to build a new line from Mississippi in Aitken county directly south for connection with its main line at Mora. The proposed extension will be eighty miles in length and will shorten the haul from the West to the Twin Cities.

COLUMBUS DAY A HOLIDAY.

PROVIDENCE, R. I.—An act making Oct. 12 a legal holiday in honor of Christopher Columbus was passed in concurrence by the Senate Thursday and was sent to Governor Pothier for his approval.

BONHAG AND TAIT TO RACE.

NEW YORK—A race has been arranged for a 1½-mile run between George Bonhag and John Tait, the great Canadian distance runner. The race will be run at the games of the New York Athletic Club on March 15.

Players and the Stage Music and Musicians

BOSTON THEATERS NEXT WEEK.

Colonial—Kyrle Bellevue in "The Builder of Bridges."

Kyrle Bellevue will appear at the Colonial theater Monday evening in "The Builder of Bridges," a comedy in four acts by Alfred Sutro. The play tells a simple story of a loyal girl's self-sacrificing love for a young brother whose ingenuous inexperience and youthful indiscretion have plunged him into the quicksand of impending dishonor, disaster and despair on the very threshold of a promising career. To save him, the sister enlists the interest, sympathy and cooperation of Edward Thurfield, a great bridge engineer. She pretends to an affection for the engineer that later becomes real. The engineer prevents the disgrace of the brother, but for a time is estranged from the girl, believing her unworthy. All ends happily, however, when the girl's real nature is revealed.

The supporting company is one of exceptional excellence. Prominent in the cast are such well-known players as Miss Gladys Hanson, leading woman with E. H. Southern last season; Mrs. Thomas Whiffen, Frances Constock, Jane May, De Witt C. Jennings, Frank Connor, Eugene O'Brien and Ernest Stallard.

Tremont—"The Man Who Owns Broadway."

George M. Colman's latest "song play" comes to the Tremont theater Monday evening with Raymond Hitchcock in the leading role. The principal character is that of a popular actor, and there is little that is serious and much that is funny in connection with the life of a player upon whom much public attention is centered. It is declared that the play lends itself admirably to the peculiar comedy of the star, and that it is the best medium that he ever had. In a word, promise is made that the piece is filled with good music, fun, and clever dancing. Of the large company, the principals include Miss Flora Zabelle (Mrs. Raymond Hitchcock), Stanley Forde, Scott Welch, George Ly-

decker, Lora Lieb, Mark Sullivan, Frances Gordon and Maude Morris.

"Via Wireless."

Melodrama of unusual spectacular excellence is "Via Wireless," which is next week's attraction at the Grand Opera House. The play shows two especially stirring scenes. One of these in a gun foundry shows the casting of a great cannon, in the designing of which the hero was engaged. The heroine also figures in the scene as well as the villain, who tries to discredit the work of the hero. The scene that gives the play its name is a thrilling episode, showing the hero of a sinking ocean liner by aid of wireless telegraphy.

Vaudeville.

Miss Flo Irwin and company will appear as the leading number on the bill at Keith's next week in a sketch by George Ade. Laddie Cliff, that most agreeable boy comedian, returns with new songs, and Joseph Hart's spectacular sketch, "The Futurity Winner," will be shown with its exciting horse race scene. Others will be Selma Bratz in juggling feats, Marabini, who carves people and scenes in ice, Linton and Lawrence in a skit, Devitt and Kelley in dances and others. The Empire City Quartet remains at the American Music Hall for a second week in an entire change of program in their highly pleasing selections. The Royal polo team will play the game mounted on bicycles, and a real thrill is promised in the feats of "Speedy," the high diver. Others will be Hallen and Hayles in comic dancing, Larola and assistant in juggling feats, Miss Bessie Leonard in singing imitations, Musical Thor and other interesting features.

Current Attractions.

"Ben-Hur" on Monday evening enters upon the last week of its engagement at the Boston theater. This now famous religious romance is presented with all the care to detail of costume and scenic effects that have always characterized its performance, and the mechanical effects and ensemble numbers are carried out on an even more elaborate scale than that hitherto attempted.

David Belasco brought a group of unusually talented players to Boston Monday night when he presented the Dietrichstein farce, "Is Matrimony a Failure?" at the Majestic. The play is one of the best laugh producers of the season, providing one recognizes it as farce. Scenes of considerable depth of true comedy are enacted by Frank Worthington and Miss Jane Cowl.

Miss Henrietta Crossman's breezy personality and finished art make delightful the new comedy, "Sham," in which she is appearing at the Hollis street theater. Miss Crossman assumes the character of a young woman who lives on her friends and relatives until brought to her senses by an affection for the right sort of a man. This is accomplished in a series of most amusing scenes.

William Hodge has found the ninth week of his engagement at the Park in "The Man From Home" to be a repetition of the first, for the crowds have thronged the playhouse every evening to see his characterization of the shrewd Indiana lawyer set over against scheming Europeans. The struggle between the factions for the happiness of a young girl is most amusing and absorbing to watch.

"The Midnight Sons" continues indefinitely at the Schubert theater, providing the varied musical and spectacular entertainment for which it has won unusual praise as one of the most striking entertainments of its kind seen here this or any other season. The mimic theater and the speeding railroad train are really achievements in stage mechanics.

"The Spitfire," the new Edward Peple romantic play which was produced for the first time on any stage last Monday evening at the Castle square theater, has proved so interesting that it will be continued through next week. John Craig and Miss Mary Young take the leading characters, and as the hero and heroine have many exciting and romantic adventures by sea and land.

"St. Elmo," the interesting dramatization of Mrs. Evans' popular novel of the same name, is having a pleasing success at the Globe theater, where it continues its engagement through next week. Vaughan Glaser and his excellent company interpret the play in the spirit in which it was intended by the author, and this is one of the principal reasons for its success.

Announcements.

Harvest Moon, is coming to the Colonial theater following the engagement of Kyrle Bellevue.

"Tom Moore," the Irish romantic comedy, will be the bill at the Castle Square theater during the week of March 14.

"The Marriage of Kitty," the amusing light comedy which Miss Tempest played here a few years ago, is in preparation at the Castle Square theater.

"Augustus Thomas' latest comedy, 'The Traveling Salesman' comes to the Hollis Street theater a week from Monday with the original New York cast headed by Frank McIntyre and Miss Gertrude Coghlan.

Creator and his band will play an entirely new program when they are heard at the Colonial theater Sunday evening, April 3.

Preparations are well under way for the benefit soon to be given in Boston for the Actors Fund of America.

KYRLE BELLEVUE'S POISE.

Kyrle Bellevue tells as follows, the story of how he learned to stand still upon the stage, which he says is one of the most difficult things that confronted him at the outset of his stage career. He was playing a small role in a play in which

a famous English actor of the old school was the star.

During the rehearsal of a scene which the two had together the star began to show signs of uneasiness and at last breaking off he produced a piece of chalk from his pocket and bending down, to Mr. Bellevue's amazement, drew a small circle about him.

"Now," said the star, "play this scene in that circle. You've got to learn to stand still on the stage, and I may as well tell you that it took me 22 years to learn it." "The importance of knowing how to stand still," Mr. Bellevue continued, "is that it not only increases the efficiency and finish of the actor's own performance but saves him from destroying the performance of others, for any movement, however slight, will distract the eye of the audience from the actor who is entitled at the moment to hold it."

BELASCO'S SUCCESSES.

One of the strongest and perhaps the most picturesque personality today in American theaterdom is that of David Belasco, says the New York Telegraph. He has given to the stage many notable and consistently successful plays, from "La Belle Russe," "May Blossom," "The Wife," "The Charity Ball" and "Men and Women" to the days of that notable series of great productions like "Du Barry," "The Darling of the Gods," "Sweet Kitty Bellairs," "Adrea," "The Rose of the Rancho," "The Girl of the Golden West," to say nothing of the intermediate group, including "Lord Chumley," "The Girl I Left Behind Me," "The Heart of Maryland" and "Is Matrimony a Failure?" which was adapted by Leo Dietrichstein from the German and is now being played at the Majestic theater, Boston.

Few other playwrights today have the gift of revision to the same degree. He rewrote the third act of "The Girl of the Golden West" 13 times, and one day he showed a friend a large leather dress suit case full of loose manuscript which was only a fraction of the paper wasted in writing that particular act before it had reached a satisfactory stage to meet the approval of his own critical judgment.

HOUSE COMMITTEES MAKE GOOD SHOWING WITH EARLY REPORTS

Committees of the Massachusetts House are making more rapid progress than last year in getting in their reports. Speaker Walker says that there are 50 per cent more reports in today than there were at this time in 1909. He also calls attention to the fact that 500 hearings have been closed and no reports have been given. These, he says, should be in before next Wednesday, as after that day they cannot come in without a suspension of rules.

The bill providing for the publication of a state geological atlas was referred to the next General Court by a vote of 101 to 81. This bill involves the expenditure of 10,000 a year for 12 years. The House has accepted the report of the committee on lighting which is adverse to permitting cities to establish municipal lighting plants without purchasing existing plants. Governor Draper is expected to send to the council next Wednesday the names of those he has appointed on the commission to investigate the high cost of living. Two men now being considered for the commission are Albion F. Bemis of Brookline and Henry Abrahams.

The supreme court in a report says the Legislature has the power to authorize the city of Boston to take whatever land is necessary for the construction of highways, but that it has no power to authorize it to take adjoining land for the purpose of sale to private individuals that they may build business blocks and other structures upon it, as is done in continental Europe.

Speaker Walker was before the committee on election laws at a hearing on direct nomination bills Friday favoring the direct nomination of senators, representatives and state committee members. D. Ross of Worcester was before the committee on agriculture in the interest of a state fair. The committee on roads and bridges heard the parties asking for a bill to prevent the operators of motor vehicles from making unnecessary noises.

HOUSE HOSTILE TO NAVAL PLAN

WASHINGTON—A poll of the House on the two-battleship program of the administration, as approved by the committee on naval affairs, which Representative Roberts is helping to take, thus far shows strong opposition to the program, but chairman Foss of the committee says that the first poll on a proposition of this character is usually unfavorable.

If the House passes the bill with a substantial majority, it is expected that the Senate will concur.

SENATE FAVORS STARK STATUE.

WASHINGTON—The Senate legislative committee, of which Senator Wetmore of Rhode Island is chairman, has again favorably reported a bill providing for the erection of an equestrian statue of Maj. Gen. John Stark, one of the heroes of the revolution, in Manchester, N. H.

DATE FOR LOWELL TRADE DINNER.

LOWELL, Mass.—The executive committee of the Lowell Board of Trade has set the date for the annual banquet, naming Tuesday, March 15.

MME. LIPKOWSKA came to Boston

last fall with a reputation as a singer in light roles of the Russian school of opera and as a new interpreter of the leading roles of "Traviata" and "Lakme." Her ability to impersonate Rimsky-Korsakoff's Woman of Pskov, very advantageous to her in the Imperial opera house of St. Petersburg, was also at the Chatelet theater in Paris, was of no present use to her in America; her ability to impersonate Violetta in "Traviata" was of promising service to her; her ability to impersonate Lakme was of only problematical value.

Her season's work has proved Lakme to be for American operatic purposes her best role. Nihilantha's daughter is the one character that Mme. Lipkowska lives out with perfect illusion in every scene of the drama; the restrained energy of the Lipkowska temperament—is it something Oriental, something natural to this artist, or is it something her Russian masters have taught her?—gives a mystical accent to the "Lakme" drama and subtly emphasizes its leading motive, the difference in social viewpoint between the Brahmin maiden and her European lover. And then, more important than anything else, Mme. Lipkowska has preeminently the right voice both for the aria which Lakme at the beginning of the opera sings behind the scenes and for the Bell song, with which the emotion of the second act culminates.

Mme. Lipkowska has been ably supported by Mr. Nivette as the priest; competently though not brilliantly supported by the rest of the cast. Mr. Nivette has met the technical requirements of all his impersonations on the stage of the Boston opera house this winter, and in two of them, Alvis in "Gioconda," and Nihilantha in "Lakme," he has especially distinguished himself. It is fair to say of Mr. Nivette that his singing has been excellent in all his roles; but it must be said that unbecoming costumes have often marred the illusion of his acting. Mr. Carre, the director of the Opera Comique in Paris, under whom Nivette sang before he came to Boston, showed what was this artist's place in a stage picture when he assigned him the role of the priest Sarastro in Mozart's "Magic Flute." Nivette was an acceptable figure in the costume of Sarastro, as he has been an acceptable figure in the costume of the Duke in "Gioconda" and of Nihilantha in "Lakme." The list will not bear to be much extended.

The performance of Friday evening, which was possibly the last of Delibes' opera for this season, since there are only three weeks left, was given under Mr. Goodrich's direction with the familiar distribution of characters which follows:

Lakme Lydia Lipkowska
Malik Bettina Freeman
Ellen Evelyn Parnell
Rose Virginia Pierce
Benson Elvira Leveroni
Gerald Paul Bourillon
Nihilantha Giusto Nivette
Frederic Rodolfo Fornari
Hagi C. Strosco

The "Miser Knight" of Rachmaninoff is for some unaccountable reason advertised in the Boston opera announcements by its German name, "Der Geizige Ritter." The second scene, which is the only part of the work to be presented, will be sung by Mr. Baklanoff, not in German, but in Russian. The scenery will represent the secret vault of a castle, where the baron's six chests full of gold are hidden.

The poem of Pushkin to which Rachmaninoff composed his opera is fortunately so brief that no librettist was needed to condense it; all three of its scenes taken together make scarcely more than a sketch for a play. It is not, however, the work of a playwright, but a little poem on the closet drama order.

The second scene contains the poet's own good idea, that of a miser telling to the four walls of his treasure house his motives for hoarding his money. Pushkin, though no playwright, chanced to express this idea in highly colored dramatic terms. His poem of the "Miser Knight," or, to spell its Russian name in the alphabet of western civilization, "S Kopye Rytzar," is written in blank verse, a form of prosody which the Russians learned from their study of the English poets. This work is purely a literary creation of Pushkin and is not founded, as most of his poems and stories are, on Russian life. Pushkin wrote "The Miser Knight" in 1830, but did not publish it, because he considered it incomplete. Later it was found with a few other small works among his papers.

At the matinee today at 1:30 p. m., Meyerbeer's opera "Les Huguenots" will be given with Mmes. Bronskaja, Boninssegna, Dereyne; Mm. Constantino, Marcondes, Boulogne, Blanchart. Musical director, Arnaldo Conti.

Tonight at 7:45 o'clock Gounod's opera, "Faust," will be sung with Mmes. Nielsen, Swartz, Leveroni; Mm. Bourillon, Nivette, Baklanoff, Vanni. Musical director, Wallace Goodrich. Popular prices, 50 cents to \$2.

Sunday evening at 8 o'clock, there will be a grand operatic concert with Mmes. Nielsen, Bronskaja, Roberts, Mm. Baklanoff, Hansen, Nivette, Strosco, and entire Boston opera orchestra. Prices 50c, 75c and \$1. Musical director, Wallace Goodrich.

Monday evening at 8 o'clock Puccini's opera "Tosca" will be given its first performance at the Boston opera house, with Mm. Boninssegna as Tosca, Mr. Baklanoff as Scarpia and Mr. Constantino as Cavaradossi. "Tosca" has been prepared with the same care that has marked all Mr. Russell's productions this season. But three more new works will be given after it, "The Miser Knight," on Friday evening, March 11; and "Bar-



DAVID BISPHAM.

He is adding "Macbeth" Stillman-Kelly's incidental music, and "L'Arlesienne," Bizet's music, to his repertory.

ber of Seville" and "Lohengrin," the dates of which are not yet announced.

Tuesday evening, March 8, there will be a special performance at the Boston opera house by Maud Allan, the classic dancer, and the Russian Symphony orchestra of New York, Modest Altschuler conductor. Miss Allan will interpret with the assistance of the orchestra Grieg's "Peer Gynt" suite, Mendelssohn's "Spring Song," Tchaikovsky's "Mirlitons" from the "Nut Cracker" suite, Strauss' "Blue Danube," Schumann's "Papillons," and Rubenstein's valse caprice. The orchestral numbers by Mr. Altschuler and his men will be the following: Overture "Mignon"; Thomas; andante cantabile, Tchaikovsky; two Caucasian sketches, Ippolitov-Ivanov; berceuse, Illyinsky; march "Slav," Tchaikovsky.

METROPOLITAN SEASON.

The repertory of the second Boston season of the Metropolitan Opera Company at the Boston opera house, beginning Monday evening, March 28, is given below. The prices of seats are the same for all performances: Orchestra chairs, \$5; first balcony, \$3, \$4 and \$5; second balcony, \$1.50, \$2 and \$3; boxes, \$25, \$35 and \$50, according to size and location. Seats are now on sale.

Monday evening, March 28, at 8 o'clock, Verdi's opera, "Aida" (in Italian); II Re, Giulio Rossi; Amneris, Louise Homer; Aida, Emmy Destinn; Radamès, Enrico Caruso; Ramfis, Andrea de Segura; Amosvoro, Pasquale Amato; Un Messaggero, Angelo Bada; Una Sacerdotessa, Lenora Sparkes; incidental dances by Gina Torriani and corps de ballet. Conductor, Arturo Toscanini.

Tuesday evening, March 29, at 8 o'clock, Puccini's opera, "Madama Butterfly" (in Italian); Cio-Cio-San, Geraldine Farrar; Suzuki, Rita Fornia; Kate Pinkerton, Helen Mapleson; B. F. Pinkerton, Riccardo Martin; Sharpless, Antonio Scotti; Goro, Angelo Bada; Yamadori, F. Giannoli-Galletti; Lo Zio Bonzo, Paolo Wulman; Yakuside, Georges Bourgeois; II Commissario Imperiale, Vincenzo Reschiglian. Conductor, Arturo Toscanini.

Wednesday afternoon, March 30, at 2 o'clock, Puccini's opera, "Marta" (in Italian); Lady Enrichetta, Elvira de Hidalgo; Nancy, Louise Homer, Lionello, Alessandro Bonci; Plunkett, Adamo Didur; Sir Tristan, F. Giannoli-Galletti; Lo Sceriffo, Giulio Rossi; diversissement by Gina Torriani and corps de ballet. Conductor, Vittorio Podesti.

Followed by Leo Delibes' ballet, "Coppelia"; Swanilda, Anna Pavlova; Frantz, Michael Mordkine; Une Pompee, Lucette de Lievin; Coppellius, Lodovico Saracoe; Le Bourgeois, Luigi Morandi; entire corps de ballet. Conductor, Vittorio Podesti; ballet, master, Lodovico Saracoe.

Wednesday evening, March 30, at 8 o'clock, Puccini's opera "La Boheme" (in Italian); Rodolfo, Enrico Caruso; Schenard, Giulio Rossi; Benoit, Paul Annanin; Mimì, Frances Adia; Pargipol, Giuseppe Techi; Marcello, Dinah Gilly; Colline, Andrea de Segura; Alcide, F. Giannoli-Galletti; Musetta, Bella Alten. Conductor, Vittorio Podesti.

Saturday afternoon, April 2, at 2 o'clock, Puccini's opera, "Tosca" (in Italian); Florio Tosca, Geraldine Farrar; Mario Cavaradossi, Riccardo Martin.

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Tonight at 7:45, at Popular Prices, FAUST. Mmes. Nielsen, Swartz, Leveroni, Mm. Bourillon, Nivette, Baklanoff, Vanni. Cond. Goodrich.

Sunday Evening, March 6, at 8.

Grand Operatic Concert
Mmes. Nielsen, Bronskaja, Roberts, Mm. Baklanoff, Hansen, Henrotte, Nivette, Strosco. Conductor, Goodrich.
Next Week—Mon. Eve. Mar. 7, at 8, first performance of TOSCA. Mmes. Boninssegna, Leveroni, Mm. Constantino, Baklanoff, Perini, Taverchia, Giaccone, Pulchri, Orchard. Cond. Conti.
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tin; II Barone Scarpia, Antonio Scotti; Cesare Angelotti, Paul Annanin; II Sagrestano, F. Giannoli-Galletti; Spoletta, Leo Devaux; Scarpione, Bernard Begue; Un Carceriere, Edoardo Missiano; Un Pastore, Florence Wickham. Conductor, Egisto Tango.

Saturday evening, April 2, at 7:30 o'clock, Richard Wagner's opera, "Die Meistersinger" (in German); Eva, Johanna Galski; Magdalena, Florence Wickham; Walter von Stolzing, Leo Slezak; Hans Sachs, Walther Soomer; Beckmesser, Otto Goritz; Pogner, Robert Blas; Kothner, Adolf Muhlmann; Vogeleisen, Glenn Hall; Zorn, Julius Bayer; Moser, Wilhelm Otto; Eisslinger, Walther Koch; Nachtigall, Adolf Rehkopf; Ortel, Arthur Triebner; Foltz, Marcel Reiner; Schwartz, Frederick Gunther; David, Albert Reiss; Ein Nachtwachter, Paul Annanin. Conductor, Arturo Toscanini.

NOTES.

The Boston Symphony Orchestra will have for soloist at its next pair of concerts, Friday afternoon, March 11, and Saturday evening, March 12, Ferruccio Busoni, the Italian pianist, who will play Beethoven's "Emperor" concerto. The program will contain besides the concerto the fourth symphony in E-minor of Brahms, and the "Rosamunde" overture of Schubert.

Ferruccio Busoni will give his postponed recital at Jordan hall Wednesday afternoon, March 16. According to a comment of Prof. Otto Lessmann of Berlin, Busoni has so far abandoned the traditional readings of the master, as to call forth an energetic protest from the critics at the liberties he takes with the score. Professor Lessmann says, however, that Busoni's interpretations are the result of analytical reflection and poetic intuition, and are not dependent on a momentary mood.

Bossi's "Paradise Lost" will have its first presentation in America at the concert of the Handel and Haydn Society, Easter Sunday, March 27. The chorus will be supported by a large orchestra, and by the following soloists: Mme. Jomelli, soprano; Miss Leighton, contralto; Stephen Townsend, baritone; Dan Beddoe, tenor. Advance subscriptions for seats may be sent to Symphony hall.

Miss Amy Grant will give a lecture-recital on the opera "Elektra" at the Tueries Tuesday morning, March 15. Miss Grant will read the text of the opera, speak of the sources of the play and analyze the music. She will illustrate her talk by playing parts of the music on the piano.

For students who wish to become familiar with the opera, a special rate has been made in the sale of tickets at Symphony hall.

The third and last concert of the Longy Club will be given in Chickering hall next Thursday evening, March 10. In this concert the club will have the assistance of Max Fiedler, the conductor of the Boston Symphony Orchestra and members of the orchestra. The program is as follows: Beethoven, Oetel Op. 103, Bach, Sonata in B minor for flute and piano, Messrs. Maquarre and de Voto, Oskar Fried, Adagio and Scherzo, Op. 31; Max Fiedler, conductor. Hure, Pastoral, by request.

The program of the concert by the Boston symphony orchestra in Symphony hall tonight comprises Wagner's "Faust" overture, Schumann's spring symphony, Schubert's tone poem, "En Saga," which will be heard here for the first time; "On the Shore of Sorrento," the third movement of the Richard Strauss symphonic fantasy, "From Italy," and Tchaikovsky's overture "1812."

The Boston theater managers, Charles Frohman and William Harris, in receiving season subscriptions for the Manhattan opera engagement are assigning old subscribers their seats of last year. Applications for seats at single performances are being received and filed away, though the single-performance subscription has not yet formally opened. The regular box office sale begins Monday, March 21, at 9 o'clock.

Ernest Hutcheson will give his lecture

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recital on the "Elektra" of Richard Strauss in Steiner hall Monday afternoon, March 7, at 3 o'clock. It sometimes happens that those who give lecture recitals on opera impart only a bookish idea of their subject, because they do not treat it from the standpoint of the stage; but Mr. Hutcheson, according to the detailed report of his lecture in a recent number of Musical America, is careful to give a constructive as well as an analytical view of "Elektra."

Carlo Buonamici, one of the few Boston pianists who have appeared in recital this season, will make a second appearance at Steiner hall on the evening of April 12. He will then play for the benefit of the Guild of St. Elizabeth.

Mme. Marie von Unschuld, pianist, founder of the Unschuld conservatory of music in Washington, D. C., will make her first Boston appearance at a recital in Steiner hall Tuesday afternoon, April 12.

The Fox-Buonamici pianoforte school announces a recital in Steiner hall for the evening of March 31.

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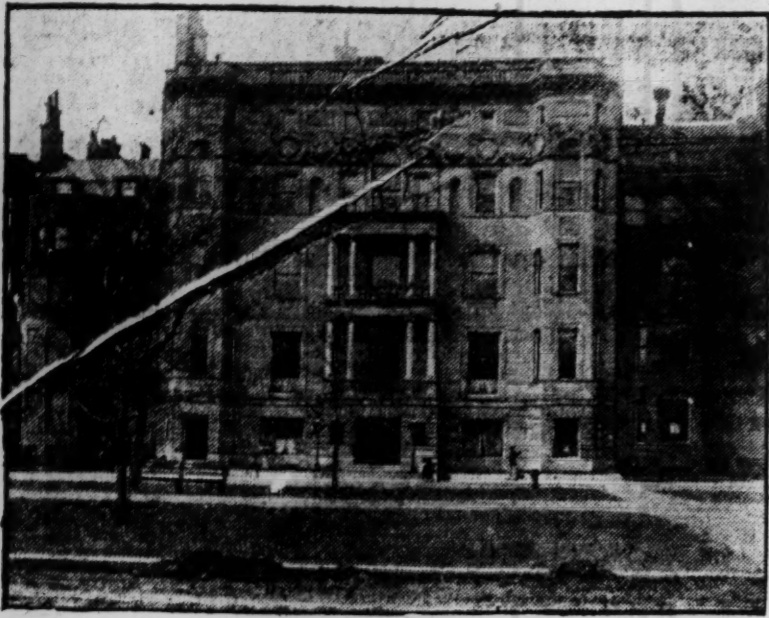
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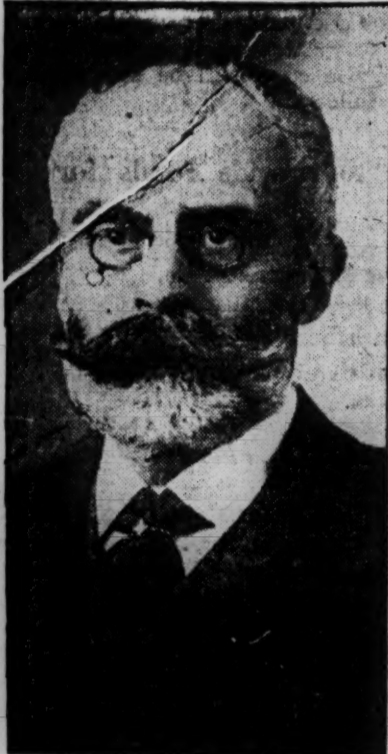
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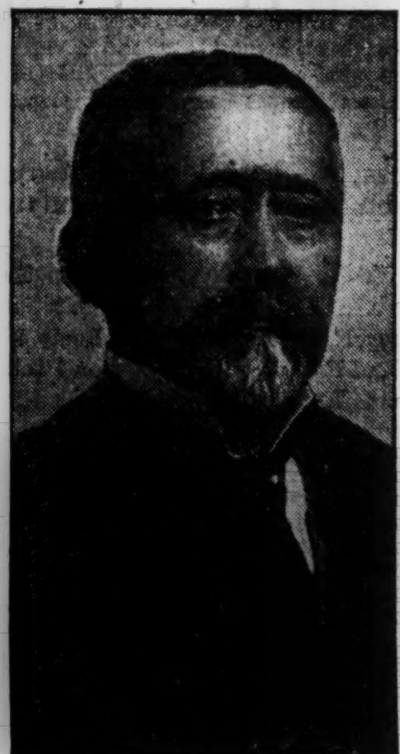


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J. H. BENTON, JR., VICE-PRESIDENT.

NEARLY every visitor to Boston is shown the handsome house of the Algonquin Club—the outside, at least—at 217 Commonwealth avenue, and many of the most distinguished men who have come here have been entertained under its hospitable roof.

This club is distinctive in several ways. Many important conferences of organizations and committees active for the best interests of the community are held there in the course of a year. It is claimed that the best dinners in Boston are served at the Algonquin Club, and officials of the state who have been particularly eager that some guest should have the best have entertained at the club on the occasion of his visit to Boston in February, 1899. The affair was attended by many prominent civilians and naval officers. The club numbers among its members nearly a score of army and navy officials.

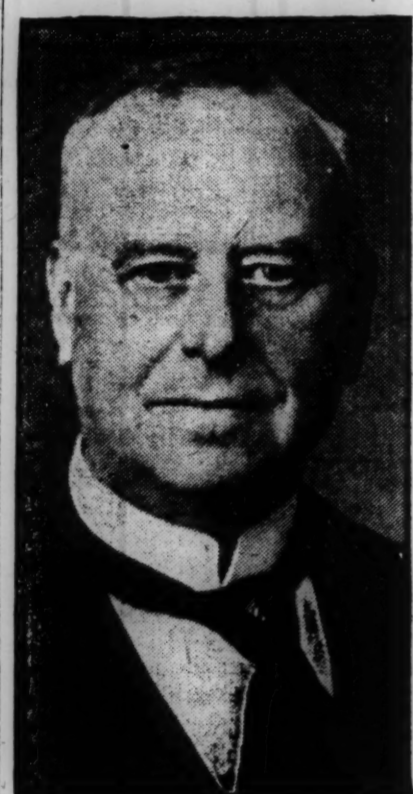
The Algonquin Club is considered the leading business men's club of the city and on its membership list may be found the names of scores of well-known bankers, merchants, lawyers and men active in the business world generally. Its non-resident list numbers about 150 and that of its regular members about 550. Gen. A. P. Martin was the first president of the club. In January following its formation a clubhouse was opened at the corner of Marlboro and Dartmouth streets, but in three years' time these quarters were outgrown and the sumptuous clubhouse in Boston's most aristocratic thoroughfare was built. The clubhouse is of stone construction in the Renaissance style of architecture. As one enters the door he steps into a long hall which runs back to a central rotunda. From this hall on the right open large lounging rooms, the fittings of which are conducive to a feeling of rest and comfort amid a setting of simple elegance. There is a beautiful and spacious reading room on the second floor.

When the club chose the name it now bears it helped to perpetuate a name which has long been associated with the early history of New England. The Indian tribes of the Pequots, Mohegans and Narragansetts belong to the famous family of the Algonquins.

The club's present president is Gen. Charles H. Taylor. There are six vice-presidents, Nathaniel Thayer, John Mason Little, Lucius Tuttle, Washington B. Thomas, Nehemiah W. Rice and Josiah H. Benton. The secretary is George E. Carter and David Loring takes care of the funds of the club as treasurer.

TAHITI DISLIKES VISITORS.

PAPEETE, Tahiti—A petition to the Governor of the island by merchants asks that steps be taken to prevent the regular trip of the steamship Mariposa from San Francisco from coinciding with the festivities on July 14. It is set forth that the presence of the ship and her passengers distracts from the observances and explains that the visitors do not spend much money.



LUCIUS TUTTLE, VICE-PRESIDENT.

DAVID JAYNE HILL FOR N. Y. GOVERNOR

ALBANY, N. Y.—Dr. David Jayne Hill, ambassador to Germany, it is rumored, will be the Republican candidate for Governor of New York this fall.

An influential up-state leader, one of the 10 big men in the state organization, declares Dr. Hill to be the logical choice as a successor to Governor Hughes. Ex-President Roosevelt favors him. It was stated that the ambassador would make a particularly good candidate for the reason that he is not mixed up in any of the factional quarrels in the party organization.

Controller Clark Williams, Superintendent of Public Works Frederic C. Stevens and Superintendent of Insurance William C. Hotchkiss are also mentioned for the nomination.

TARIFF EXPERTS STILL UNDECIDED

OTTAWA, Ont.—An all-day session of the Canadian and American tariff experts was held Friday. There will be another meeting on Monday.

It is understood that Messrs. Foster, Emery and Pepper proposed that in return for the benefits of the United States general tariff Canada should be willing to extend to the United States such benefits as are given France under the Franco-Canadian trade agreement.

LETTERS THREATEN CONGRESS.

WASHINGTON—Several members of Congress received letters Friday threatening them and their property with dynamite unless they legislate to reduce the cost of living. Each letter is signed "The Committee" and bears the postmark of the New Inley Park station, Chicago.

THE HOUSEKEEPER

Hints That May Help.

BLOUSE OR SHIRTTWAIST.

PLAIN tailored waists are always practical, always useful and always in demand. This one is finished quite simply, made of linen and but it could be braided or embroidered if a more dressy effect were wanted. It is adapted to every seasonable waisting and can be utilized either for the separate waist or for the entire gown. Cross-barred muslins and batistes are being made in this style in preparation for the warmer weather and are dainty and attractive.

The quantity of material required for the medium size is 3½ yards 21, 24 or 27 or 2 yards 44 inches wide.

The pattern may be had in sizes from 34 to 42 inches bust measure and will be mailed on receipt of price (10c.) Address 132 East 23d St., New York; or Masonic Temple, Chicago, Ill.

SOME TRIED RECIPES.

NUT CROQUETTES.
Chop one cupful of pecans or walnuts, add to one pint of mashed potatoes, add to them the yolks of two eggs slightly beaten, and one teaspoonful of salt, one teaspoonful of onion juice, one tablespoonful of chopped parsley, one salt-spoonful of pepper and one quarter of a nutmeg grated. Mix these together well and form into cylinders. Beat the whites of the eggs with two tablespoonfuls of water until well mixed. Roll the croquettes in this, then in bread crumbs and fry them in hot fat. Serve with them well seasoned peas.

CHINESE SALAD.
Wash and boil one cupful of rice and cool it. It must be sufficiently dry when cold to be taken in the hands without stickiness. Put the rice into a bowl and sprinkle with one teaspoonful of salt. Blanch, dry and chop one quarter of a pound of almonds and sprinkle them over the rice. Over this spread one half can of mushrooms sliced. Make a French dressing of six tablespoonfuls of oil, two tablespoonfuls of lemon juice; beat until quite thick and add one tablespoonful of soy. Pour over the salad mixture, toss, and serve on lettuce leaves. It is wise to mix the rice in one bowl and have the lettuce dry in another. In serving, put the lettuce leaves on the plates and ladle into them the salad.—Mrs. Rorer.

IN THE SHOPS OF ADVERTISERS.
The reason that Dart's Pulverized Peas and Beans will make soup in 30 minutes instead of the many hours of boiling required by the old method is because after the peas and beans have been sterilized and the outer fibrous skins removed, the kernels, the real food part, are ground up into a flour. There are five kinds of which a sample sufficient for four plates will be sent prepaid on receipt of five cents in stamps, by the Dart Cereal Company, 105-109 Hudson street, New York city.

Woman owes it to herself, her family and posterity to be beautiful. Well kept teeth lend an added charm of beauty to the face, which can be secured by using Dr. Lyons' Tooth Powder. It cleanses and beautifies the teeth and imparts purity and fragrance to the breath.

If you want good values, there are 10 of the choicest at the store of C. B. Moller, Inc., Lafayette square, junction of Massachusetts avenue and Main street, Cambridge. First, there are steel drop side couches complete with mattresses and bolsters at \$4.98. Second, there are 78-inch high hall clocks for \$7.98. Third, solid mahogany buffets for \$34.98. Fourth, a nest of four tables inlaid and solid mahogany for \$19.98. Fifth, oak china closets price \$9.98. Sixth, oak dressers for \$6.98. Seventh, solid mahogany suites, hand carved, for \$29.98. Eighth, one of the daintiest patterns of Tuna mahogany dressers for \$24.98. Ninth, roomy, comfortable colonial rockers for \$9.98. Tenth, folding go-carts with green Pantasote leather cover, for \$4.98. Terms of payment are adjusted to your satisfaction and goods are delivered free in New England on reasonable size purchases.

Jason Weiler & Son, 384 Washington street (corner of Franklin, up one flight), are selling diamond rings at \$22 a carat, suitable for a lady or gentleman. The settings are 14-carat gold, latest style. The diamonds are guaranteed of good color and full of fire and lustre.

To bite one of Lowney's "Crest Chocolates" is an experience. The chocolate is of the choicest possible and the centers are delicious combinations of the best grades of candies, jellies and nuts. Shoppers downtown find that the Lowney store at 416 Washington street is a convenient place to stop for refreshments.

You will find that the prices of the London Harness Company, 176 Devonshire and 27 Federal street, are reasonable and just. This store is one of the best in town for trunks, steamer rugs, gloves, bags and every known requisite for the traveler.

F. D. Somers & Co., tailors, who have been located at 5 Park street for the last 26 years, make a specialty of fine custom clothes, using only the very best imported wools, employing no travelers and having only one suit pattern in each style.

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PLAIN AND FANCY SLEEVES.

It is a well-known fact to every woman that sleeves will often make or unmake a costume. Here are four designs which are up-to-date and smart that can be used either for new blouses or for remodeling. The fancy sleeves are especially desirable for combinations of materials. As they can be made with or without lining they have the advantage of suiting large, 40 or 42 bust, washable materials as well as those of silk and wool. The long puffed sleeves can be made as illustrated, or with the cuff to half its depth or left off entirely.

The quantity of material required for the medium size is, for the tucked sleeves 2 yards 21 or 27, 1 yard 44 inches wide; for the elbow sleeves 2 yards 21 or 27 or 1 yard 44 with ¾ yard 21 for the trimming portions; for the long fancy sleeves 2 yards 21 or 27, 1 yard 44 inches wide with ¾ yard of all-over lace and 2 yards of banding; for the plain sleeves 1½ yards 21 or 27, ¾ yard 44 inches wide.

The pattern may be had in three sizes, small 32 or 34, medium 36 or 38, large 40 or 42 inches bust measure, and can be obtained at any May Manton agency or will be mailed on receipt of price (10c.). Address same as No. 6601.

uniform price throughout the world, and represent one of the greatest piano values in the world. A catalogue will be mailed on application to the Mason & Hamlin Co., 492 Boylston street.

The Houghton & Dutton Company offers extraordinary bargains in men's furnishings. The stock must be reduced to make room for the rapidly arriving Easter goods. Men's fancy negligee shirts, for the most part with attached laundered cuffs, will be sold on Monday for less than the cost of the material, 39 cents. At the lace counters there are linen torchon laces, nainsook corset cover embroidery, and cambric and nainsook skirt flouncing. The firm has imported a quantity of special 2-clasp, embroidered back overseam kid gloves which have just arrived. These come in black, white, brown, tan, gray and mode. A good \$1 value is selling for 79 cents. There are other bargains in the lining department and in new dry goods.

Browning, King & Co., 407-411 Washington street, announce a final suit sale, in making room for the new spring goods. There are about 150 odds and ends of men's suits; remnants of the season's best selling lines. They have all been marked at one price, \$24.50. Among them there are suits which have sold from \$28 to \$35.

ARTISTS SEEKING BIG FEDERAL JOB

WASHINGTON—Artists are vying with one another for the honor of painting the 19 portraits of former speakers of the House of Representatives, not overlooking the \$500 apiece which they would receive for the work. Most of the artists who have applied to Chairman Samuel W. McCall of Massachusetts, chairman of the library committee of the House, are from New York or New England, although all parts of the country are represented. Recently the House voted an appropriation of \$500 to replace the old crayon portraits of former speakers hanging in the lobby with oil paintings.

PEARY RECORDS NOT FOR PUBLIC

WASHINGTON—Representative Macon (Dem., Ark.) of the sub-committee of the House naval affairs committee refused Friday to receive Commander Robert E. Peary's proofs of the discovery of the north pole in confidence, although Representative Alexander (Rep., N. Y.), who appeared for the explorer, explained that they could be examined by the board, but must not be made public, because of Mr. Peary's newspaper and magazine contracts. The committee finally decided to take up the matter again next Tuesday.

BALLINGER BILL IS FACING CRISIS

WASHINGTON—The administration conservation bill, prepared originally by Secretary Ballinger, and passed by the Senate, providing that the United States shall raise \$30,000,000 in 3 per cent bonds for the reclamation of arid lands, may meet a quick end when it reaches the House. It is contended by members of the House that this is a revenue-producing measure and that such legislation can originate only in the ways and means committee of the House.

NEW PAYMASTER AT LOWELL MILL

LOWELL, Mass.—Frank D. Proctor, for the past 10 years connected with the Boston office of the American Woolen Company, has been appointed paymaster of the Bay State mills of this city, a branch of the company, to succeed E. K. Baldwin, who goes to Waterloo, N. Y.

PLAN A DOLBEAR MEMORIAL.

Several societies and members of the alumni of Tufts College are planning the erection of a memorial to the late dean of the college, Prof. Amos E. Dolbear.

New Enlarged Size, 13 x 18, \$2.00

NOTE—On account of unlooked for demand we have decided to extend this special offer to April 1st, 1910.



"The Triumph of Truth Over Error"

The great painting by HENRY B. FULLER, which has been awarded the Carnegie prize at the National Academy Art Exhibition in New York.

This reproduction brings out in detail every color of the original painting. The picture, "THE TRIUMPH OF TRUTH OVER ERROR," is an enlarged size, 13x18, beautifully mounted and ready for framing.

To advertise this reproduction of the great painting, "THE TRIUMPH OF TRUTH OVER ERROR," by Henry B. Fuller, we have decided to cut the price in half, and for thirty days after this beautiful picture for \$2.00, sent postpaid, anywhere. Any picture we send which may be marred in transit will be replaced.

GREEN & CO., 200 Broadway, New York City.

Sample, post card size, printed on paper 7x9, 25 cents.

GREEN & CO., 200 Broadway, New York City

Art, Artists and Their Work

The exhibition of landscapes by William J. Kaula at the gallery of the Twentieth Century Club will continue through next week. The works shown indicate the advanced position which this artist is attaining in technique, in the quality and truth of his atmospheres and the movements of clouds. The Monitor regrets being unable to present a review of the exhibition today.

The Boston Society of Water Color Painters are holding their twenty-first annual exhibition at the gallery of Charles E. Cobb at 346 Boylston street. The exhibition is an excellent one, comprising 68 subjects by the following members: William J. Kaula, W. P. Burpee, Charles Copeland, Sears Gallagher, Charles P. Gruppe, Hendricks A. Hallett, Charles Emile Heil, Melbourne H. Hardwick, H. Winthrop Pierce, Fred T. Stuart and C. Scott White. The only members not exhibiting are the president, Thomas Allen, and Harold B. Warren. The pictures will remain on view until the 12th.

Charles W. Hudson's exhibition of pictures of mountains and trees, at the gallery of the W. J. Gardner Company, 208 Boylston street, has been continued through this week. Mr. Hudson was the largest exhibitor at the last water color exhibition of the Pennsylvania Academy.

Everett L. Warner of New York is having an exhibition and private sale in the gallery of Doll & Richards, 71 Newbury street, where they may be seen until March 16. A portfolio of Mr. Warner's original etchings is also being shown.

SOCIETY OF ARTS AND CRAFTS.

Owing to the necessity of postponing the ecclesiastical exhibit, the schedule of special exhibitions has been changed. The remaining exhibits for this season are as follows: Bookbinding, leather, printing and illuminating, March 30 to April 11; basketry, April 13 to April 25; silverware (including trophies and presentation pieces), April 27 to May 10; jewelry, June 1 to June 15. Members are urged to aid in making these exhibits successful by submitting as many new pieces of importance as is possible.

The schedule of exhibits for 1910-1911 will be prepared as soon as possible and will probably be similar to that for this season.

MARKET FOR AMERICAN ART.

CHICAGO—The disclosure at which Director French of the Art Institute hinted recently has been made. The efforts to bring about a recognition of American artists and to create a market for their paintings have taken shape in the formation of an organization of friends of American art whose purpose is to raise a large fund for the purchase of these works.

It is the hope of these friends that 100 persons will pledge \$200 each a year for the next five years thus giving at least \$20,000 a year to carry on the

work. Forty-two Chicagoans have already become interested to the extent of making the pledges. They are:

Arthur T. Aldis, J. Ogden Armour, Alfred L. Baker, A. M. Barnhart, Finley Barrell, Frederic C. Bartlett, William G. Beale, Clyde M. Carr, H. C. Chaffield-Taylor, Ralph Clarkson, Charles H. Conover, G. W. Crosby, A. J. Earling, Arthur K. Eddy, Fritz von Frantz, Livingston W. Fargo, William O. Goodman, Marvin Huggitt, C. H. Hulburd, C. L. Hutchison, Samuel Insull, David B. Jones, R. P. Lamont, Frank G. Logan, Bryan Lathrop, Mrs. Harold F. McCormick, Mrs. Robert G. McGinn, John J. Mitchell, La Verne W. Noyes, Mrs. Potter Palmer, Potter Palmer, Jr., Honore Palmer, Eugene S. Pike, George F. Porter, Julius Rosenwald, Martin A. Ryerson, Howard Van D. Shaw, Byron L. Smith, Albert A. Sprague and F. D. Stout.

The society will be a separate organization from the Art Institute, but will work in harmony with that institution's art committee in the selection and purchase of pictures.

It is hoped that the fund will soon amount to \$30,000 a year. This, with the regular prizes already instituted, and the private purchases always made, will make the exhibition of American artists in Chicago one of the most important and interesting in the country. Fifteen or 20 new pictures by Americans will be purchased each year for the Art Institute, which practise will soon answer the criticism that so few American artists are represented among the institute's pictures.

The much talked of loan exhibition of portraits will have its private view at the institute next Monday evening. After this date the exhibition will be open to the public, a small admission fee to be charged for the benefit of the Passavant Memorial hospital.

Probably the portrait that will attract the most attention will be one by Sorolla, the Spanish artist, of President Taft, which will be loaned by Mr. and Mrs. Charles P. Taft of Cincinnati. It will be the first work of this artist to be seen in Chicago.

The exhibition will be chiefly modern, though there will be a few old portraits, including that of Lady Russell by Romney, a young man by Brachy, one by Gilbert Stuart, one or two Copleys, Lady Doubleday by Sir Joshua Reynolds, Chief Justice Marshall by Sully and Lord Spencer by Copley—the latter three being loaned by Judge Payne. A portrait of Washington by Rembrandt Peale, a number of Heals and Cabanel's portrait of Mrs. Cyrus McCormick will represent a later period.

There will be comparatively few foreigners among the moderns. Andreas Zorn, famous as a painter and an etcher, will be represented by his full-length portrait of Mrs. Potter Palmer, painted for the board of lady managers of the Columbian exposition; the half-length seated figure of D. H. Burnham, the architect, and the full-length of Arthur Caton.

Chicago will be represented by Ralph Clarkson's portraits of E. J. Keith and

Hobart Chatfield-Taylor; by Lawton Parker's President Judson and Emmons Blaine and by Louis Betts' Mrs. Keogh and Dr. Goodspeed.

There is quite a little romance connected with Judge Payne's Reynolds' "Lady Doubleday." It is said that the original was loved by the painter, whose proposal of marriage was refused. Lady Doubleday later married Sir James Paget, and her daughter married Sir Henry Imlac, who brought the picture to Canada. Imlac's granddaughter married a dentist, a Chapman, in Manitoba. Chapman has a brother living in Chicago and to him the portrait was sent for sale. Judge Payne bought it from the brother. The Sully portrait of Chief Justice Marshall was ordered by the Virginia constitutional convention of 1829-30 but never accepted and paid for. It descended to the artist's daughter, who married an Episcopal rector at Culpepper Courthouse, Va. Judge Payne bought the portrait from their son, the grandson of the artist.

Pennsylvania Academy.
Many painters and sculptors of Philadelphia gathered at the Pennsylvania Academy of Fine Arts Tuesday night and enjoyed the artists' evening given annually by the fellowship. The occasion was marked by the award of the fellowship prize of \$100, by a vote of active members.

After the vote had been taken it was found that the opinion was equally divided between "The Daguerrotype," by Richard Blossom Farley, and "A Group of Geese," by Joseph T. Pearson, Jr. The management for this year, therefore, divided the prize. This is the one hundred and fifth annual exhibition of paintings and sculpture at the academy.

One of the very remarkable characteristics of the exhibition is that many of the best paintings are those of the younger artists. Despite the transportation difficulties, the attendance of the academy exhibition has already exceeded 40,000.

FOSTER & BROS.
Picture Framing
4 Park Square
Boston.

A Nation's Handiwork
The handiwork of the Russian peasant is best represented in America at our shop. We show an almost endless variety of Metal Goods, Drawn Linens, Trinkets, Toys, etc.
RUSSIAN IMPORTING CO.
429 Boylston St., Boston.

Quiet Stock Market Closes Steady

BOSTON COPPERS ARE ATTRACTING ATTENTION NOW

New York Market a Listless Affair and Stocks Fluctuate Within a Very Narrow Range of Prices.

NORTH LAKE SPURTS

Today's short session of the New York stock exchange was about the dulllest that has been experienced in many months. The total sales during the first hour amounted to only 95,800 shares. The opening was irregular. After the first sales prices eased off fractionally and then business came almost to a standstill. The Boston market was rather active, some of the copper stocks making considerable gains.

With the slightly lower quotations for nearly every stock on the New York list the Erie issues attracted some notice by advancing fractionally. The common opened unchanged at 30 3/4, and advanced nearly a point. The first preferred opened off 1/4 at 49 1/2 and rose above 50 during the session. The largely increased business of the company and the good condition of the property together with most favorable prospects for the future have been commented upon a good deal of late.

Reading opened off 3/4 at 168 3/4 and after improving to 168 1/2 dropped about a point, recovering later. Union Pacific opened up 3/4 at 187 1/2, but sagged off nearly a point. St. Louis & San Francisco second preferred opened unchanged at 52 1/2, and advanced 1/4 point. This stock has been quite strong the past few days. Toward the close the entire market rallied, closing steady.

A spurt in North Lake was the feature of the local market. A report from the property that a rich vein had been struck, the extent of which was yet unknown, inspired active buying of the stock. After opening at 19 it shot up six points to 25. Lake Copper was in moderate demand, the price advancing from 78, yesterday's closing figure, to 80. Indian also was strong. After opening off 3/4 at 37 it receded a small fraction and then rose to 39. Isle Royale opened unchanged at 24 1/2, and slumped off 1/2. The United States Smelting issues were in fair demand, both common and preferred recording fractional improvement.

MARKET OPINIONS

Robinson Brothers, Pittsburg say: "Fundamental conditions, in our opinion, are sound and warrant continued accumulation of the seasonal dividend-paying stocks of the great railroad and industrial corporations."

H. L. Horton & Co., New York, say: "It is beginning to look as if the upward movement has something more substantial back of it than a mere professional rally, as we have heretofore been inclined to believe. There are indications that some of the larger interests may be taking a hand, based on a more hopeful view of the outcome of matters pending at Washington, especially where they relate to the two important trust decisions."

Atwood, Violett & Co., New York, say: "The action of United States Steel is most satisfactory to the faithful, who have believed in it, and who rely upon the oft-repeated statement credited with having been made by Mr. Morgan, to the effect that it is cheap as an investment at any point below \$110."

Walker's weekly copper letter says: "The recent improvement in the statistical position of the metal gives basis for the belief that copper will sell above 14 cents by the middle of next month."

FINANCIAL NOTES

It is reported that the forthcoming issue of Baltimore & Ohio bonds will be nearer \$50,000,000 than \$25,000,000, also that the issue would probably be convertible.

Shutdowns of 15 Fall River cotton cloth corporations are announced. The London Statist commenting on the recent course of the securities market declares that Europe apparently is losing the initiative and following New York's lead.

The trunk lines are reported apprehensive over interstate commerce proposed to regulate differential question. The Ludlow manufacturing associates posted a notice to their employees, notifying them of an increase in wages.

An Investor's Opinion

Being asked to name three requirements for a good loan, wrote as follows: The first thing I should desire in a farm mortgage would be to be sure of the borrower's legitimate purpose in borrowing. I should prefer that he has taken an active part in the building of barns and house or the planting of permanent trees or crops. I should never want to grant over 40% of the value of a good farm. The below mentioned are examples of the loans in which we carry out these ideas:

Missouri, \$25,000.00 on \$18,000.00 farm 60 miles north of Kansas City.
Missouri, \$25,000.00 on \$20,000.00 farm 12 miles north of Kansas City.
Missouri, \$25,000.00 on \$25,000.00 farm 10 miles from Kansas City.
Missouri, \$25,000.00 on \$25,000.00 farm 10 miles from Kansas City.
Missouri, \$25,000.00 on \$25,000.00 farm 10 miles from Independence.
Kansas, \$25,000.00 on \$18,000.00 farm, Atchison County, Kansas.
Kansas, \$25,000.00 on \$20,000.00 farm, Riley County, Kansas.
California, \$25,000.00 on \$24,000.00 farm, Imperial County, Cal., income \$1000.
California, \$25,000.00 on \$25,000.00 farm in Kings County, Cal., yearly income \$200.
California, \$25,000.00 on \$25,000.00 farm in Fresno County, Cal., yearly income \$1200.
Loans of this character are being made near the above by the large life insurance companies and savings banks.

Lombard & Son, Inc. HARRISTON HALL, BOSTON.
KANSAS CITY, MO.
SAN FRANCISCO, CAL.
Booklets will be sent on application.

NEW YORK STOCKS

NEW YORK—Following are the opening, high, low and last sales of the principal active stocks today:

	Open.	High.	Low.	Last.
Amalgamated.....	81 1/2	81 1/2	81 1/2	81 1/2
Am Ag Chem pl.....	103	103	103	103
Am Best Sugar pl.....	94	94	94	94
Am Can.....	12 1/2	12 1/2	12 1/2	12 1/2
Am Can pl.....	77 1/2	77 1/2	77 1/2	77 1/2
Am Car & Found.....	65 1/2	65 1/2	65 1/2	65 1/2
Am Cotton Oil.....	66 1/2	66 1/2	66 1/2	66 1/2
Am Ice.....	27 1/2	27 1/2	26 1/2	26 1/2
Am Lined Oil.....	15 1/2	15 1/2	15 1/2	15 1/2
Am Lined Oil pl.....	39	39	39	39
Am Locomotive.....	54 1/2	54 1/2	53 1/2	54 1/2
Am Malt pl.....	43 1/2	43 1/2	43 1/2	43 1/2
Am Rmelt & Rm.....	85 1/2	85 1/2	85 1/2	85 1/2
Am S & R pl.....	109 1/2	109 1/2	109 1/2	109 1/2
Am Sugar.....	126 1/2	126 1/2	126 1/2	126 1/2
Am Tel & Tel.....	142	142	141 1/2	141 1/2
Anacosta.....	51 1/2	51 1/2	51 1/2	51 1/2
Archer pl.....	72	72	72	72
Archer pl.....	116 1/2	116 1/2	116 1/2	116 1/2
Baltimore & Ohio.....	112 1/2	112 1/2	112 1/2	112 1/2
Batopilas.....	3	3	3	3
Brooklyn Rap Tr.....	75 1/2	75 1/2	75 1/2	75 1/2
Canadian Pacific.....	180 1/2	180 1/2	180 1/2	180 1/2
Central Leather.....	43 1/2	43 1/2	43 1/2	43 1/2
Cheapeake & Ohio.....	85	85	84 1/2	85
C C & St Louis.....	81	81	81	81
Col Southern.....	63	63	63	63
Con Gas.....	147 1/2	147 1/2	146 1/2	147 1/2
Corn Products.....	19	19	18 1/2	18 1/2
Den & Rio Grande.....	43	43	43	43
Don & Rio Gr pl.....	80	80	80	80
Erie.....	30 3/4	30 3/4	30 3/4	30 3/4
Erie 1st pf.....	50 1/2	50 1/2	49 1/2	50 1/2
Erie 2d pf.....	38 1/2	38 1/2	38 1/2	38 1/2
Gen Chemical pl.....	106	106	106	106
General Electric.....	155	155	155	155
Gl Nor pl.....	138 1/2	138 1/2	137 1/2	137 1/2
Gl Nor Ots.....	70	70	70	70
Hocking Valley pl.....	91 1/2	91 1/2	91 1/2	91 1/2
Illinois Central.....	142 1/2	142 1/2	142 1/2	142 1/2
Inter-Met.....	21 1/2	21 1/2	21 1/2	21 1/2
Inter-Met.....	55 1/2	55 1/2	54 1/2	55 1/2
Int Harvester.....	93 1/2	93 1/2	93 1/2	93 1/2
Int Harvester pl.....	122 1/2	122 1/2	122 1/2	122 1/2
Int Mer Marine.....	6 1/2	6 1/2	6 1/2	6 1/2
Int Paper.....	15	15	15	15
Int Paper pl.....	57 1/2	57 1/2	57 1/2	57 1/2
Iowa Central.....	23 1/2	23 1/2	23 1/2	23 1/2
Iowa Central pl.....	42 1/2	42 1/2	42 1/2	42 1/2
Kansas & Texas.....	43 1/2	43 1/2	43 1/2	43 1/2
Laclede Gas.....	103	103	103	103
Lake E & W pl.....	60 1/2	60 1/2	60 1/2	60 1/2
Minn & St Louis.....	42 1/2	42 1/2	42 1/2	42 1/2
M St P & Ste Marie.....	144	144	144	144
Missouri Pacific.....	71	71	71	71
National Enameling.....	23 1/2	23 1/2	23 1/2	23 1/2
Nat Lead.....	83 1/2	83 1/2	83 1/2	83 1/2
N R of Mex pr cl.....	64	64	64	64
N R of Mex 2d pf.....	28 1/2	28 1/2	28 1/2	28 1/2
N Y Air Brake.....	81 1/2	81 1/2	81 1/2	81 1/2
N Y Central.....	122 1/2	122 1/2	122 1/2	122 1/2
N Y N H & H.....	160 1/2	160 1/2	160 1/2	160 1/2
Norfolk & Western.....	101 1/2	101 1/2	101 1/2	101 1/2
Northern Pac.....	136 1/2	136 1/2	136 1/2	136 1/2
Northwestern.....	157 1/2	157 1/2	157 1/2	157 1/2
Northwestern pl.....	205 1/2	205 1/2	205 1/2	205 1/2
Pac T & T.....	40	40	40	40
Pennsylvania.....	136 1/2	136 1/2	136 1/2	136 1/2
People's Gas.....	110 1/2	110 1/2	110 1/2	110 1/2
Pittsburg Coal.....	21 1/2	21 1/2	21 1/2	21 1/2
Pittsburg Coal pl.....	74 1/2	74 1/2	74 1/2	74 1/2
Pitts C & S.....	102	102	102	102
Reading.....	168 1/2	168 1/2	168 1/2	168 1/2
Republic Steel.....	39 1/2	39 1/2	39 1/2	39 1/2
Rock Island.....	49 1/2	49 1/2	49 1/2	49 1/2
Ry Steel Spring.....	44	44	44	44
Sloss-Shef & L.....	77 1/2	77 1/2	77 1/2	77 1/2
Southern Railway.....	127 1/2	127 1/2	127 1/2	127 1/2
Southern Ry.....	136 1/2	136 1/2	136 1/2	136 1/2
Southern Ry pl.....	67 1/2	67 1/2	67 1/2	67 1/2
St L & S F 1st pf.....	70	70	70	70
St L & S F 2d pf.....	52 1/2	52 1/2	52 1/2	52 1/2
St Paul.....	145 1/2	145 1/2	145 1/2	145 1/2
Tol St L & W.....	44 1/2	44 1/2	44 1/2	44 1/2
Tol St L & W pl.....	67 1/2	67 1/2	67 1/2	67 1/2
Un Day Goods.....	109	109	109	109
Un Dry Goods.....	109	109	109	109
Union Pacific.....	187 1/2	187 1/2	187 1/2	187 1/2
U P pl.....	98 1/2	98 1/2	98 1/2	98 1/2
U S Rubber.....	45	45	44 1/2	45
U S Rubber pl.....	115 1/2	115 1/2	115 1/2	115 1/2
U S Steel.....	84 1/2	84 1/2	84 1/2	84 1/2
U S Steel pl.....	121 1/2	121 1/2	121 1/2	121 1/2
Utah Copper.....	52 1/2	52 1/2	52 1/2	52 1/2
Va-Caro Chem.....	55 1/2	55 1/2	55 1/2	55 1/2
Wabash.....	21 1/2	21 1/2	21 1/2	21 1/2
Wabash pl.....	47 1/2	47 1/2	47 1/2	47 1/2
Western Union.....	77 1/2	77 1/2	76 1/2	77 1/2
Westinghouse.....	74	74	73 1/2	74
West Maryland.....	50 1/2	50 1/2	50 1/2	50 1/2

BONDS

	Open.	High.	Low.
Am T & T cv.....	105 1/2	105 1/2	105 1/2
Atchison 4 1/2.....	84	84	84
Baltimore & Ohio 4.....	100	100	100
Del & Hudson cv.....	101	101	101
Erie cv.....	72 1/2	72 1/2	72 1/2
Interboro-Met 4 1/2.....	82	82	81 1/2
Japan 4 1/2 (new).....	95 1/2	95 1/2	95 1/2
Japan 4 1/2.....	95 1/2	95 1/2	95 1/2
Norfolk & Western.....	103 1/2	103 1/2	103 1/2
N Y City 4 1909.....	99 1/2	99 1/2	99 1/2
N Y City 4 1909.....	99 1/2	99 1/2	99 1/2
N Y City 4 1/2.....	108 1/2	108 1/2	108 1/2
N Y N H & H 6.....	134	134	134
Reading Gen 4 1/2.....	99 1/2	99 1/2	99 1/2
Rock Island 4.....	80 1/2	80 1/2	80 1/2
Southern Pacific cv.....	102 1/2	102 1/2	102 1/2
Union Pacific cv 4.....	100 1/2	100 1/2	100 1/2
U S Steel 5.....	105 1/2	105 1/2	105 1/2
Wabash 4.....	73 1/2	73 1/2	73 1/2
Westinghouse cv.....	92 1/2	92 1/2	92 1/2
West House 4.....	101 1/2	101 1/2	101 1/2

GOVERNMENT BONDS

	Open.	High.	Low.
2s registered.....	101 1/4	101 1/4	101 1/4
do coupon.....	101 1/4	101 1/4	101 1/4
3s registered.....	102 1/2	102 1/2	102 1/2
do coupon.....	102 1/2	102 1/2	102 1/2
4s registered.....	114 1/2	114 1/2	114 1/2
do coupon.....	114 1/2	114 1/2	114 1/2
Panama 2s.....	101 1/2	101 1/2	101 1/2
Panama 1908.....	100 1/2	100 1/2	100 1/2

HEAVY COLONIST TRAVEL

CHICAGO—Travel on colonists' rates has reached such proportions that transcontinental lines have been forced to engage many extra sleepers.

AN ACTIVE SPRING TRADE EXPECTED IN VARIOUS LINES

Industrial Situation Is Still Somewhat Mixed, but the Prospects Are That Business Will Soon Be Good.

COTTON GOODS OFF

Prospects are that all lines of trade will soon experience a spring awakening according to reports sent to the mercantile agencies by their correspondents from all parts of the country.

R. G. Dun's Review of Trade says:

With the subsidence of excitement in the financial markets, the industrial trade situation shows improvement, and the outlook for the spring season is promising. The market for cotton goods is again back to the level preceding the latest advance, and trading is now engaged in with less regard to the cost of raw material. Sales of print cloths at Fall River last week were 100,000 pieces. There has been a reduction in the price to 4c, and four-yard brown sheetings are now quoted at 6 1/4c. Somewhat similar developments are noted in woolen and worsted mills. The actual volume of business as a whole is not seriously below normal, but is unevenly distributed.

Some New England shoe manufacturers have recently effected fair sized sales of heavy goods, but in general the market continues slow. Producers are running low on reserve orders. Buyers in general are conservative, the price situation still being the distributing factor. Concessions to induce new trading are reported. Leather is quiet and generally featureless. Large sole leather tanners report trade very dull, and eastern producers have accepted concession on old bark tannages or upper to move some accumulations. The hide markets are generally quiet and easy, but trade is of slightly larger proportion than a week ago.

Concessions were made to move a line of February and March branded hides to a leading sole leather tanner, and the best prices obtainable are quite freely accepted on current take-off, which are the poorest of the year. Some packers are nominally holding their hides above the market and are carrying accumulations.

Failures this week numbered 251 in the United States, against 283 last year, and 28 in Canada, compared with 32 a year ago.

Bradstreet's State of Trade says:

Trade is still irregular, and spring trade is rather backward in developing at many points. Collections are widely quoted as slow, and few are better than fair. Cotton prices have advanced in speculative centers, while at the same time reports of mills going on short time have been numerous and print cloths have declined in price. The industrial situation is rather mixed. Iron and steel show a rather larger business, but the approach of the season of outdoor activities is expected to benefit this line, and also building materials. Pig iron is easier. The shoe manufacturing trade is well employed at the West, but orders ahead are not large at the East, where shipments are slightly below last year.

Copper is steady, following the spurt in buying which occurred at the end of last week. However, the market has apparently relapsed into dulness, with speculators being about the only ones to display much interest. It is said that consumers' stocks are down to a rather low level, and that as a result the general currents favor a steady market.

Wheat, including flour, exports from the United States and Canada for the week ending March 3, as reported by telegraph to Bradstreet's, aggregate 2,045,807 bushels, against 2,679,977 the week last year.

Canadian wholesale houses are busily engaged in shipping out spring orders, but new business for future delivery is rather quiet. Drummers in the interior find it difficult to travel because of the poor condition of country roads. However, the outlook favors excellent business once the spring season gets under way.

THE LONDON MARKET—CLOSE.

	Advance.
Amalgamated.....	82
Anacosta.....	51 1/2
Archer.....	116 1/2
do pf.....	116 1/2
Baltimore & Ohio.....	112 1/2
Canadian Pacific.....	180 1/2
Cheapeake & Ohio.....	85
Chic, Mil & St Paul.....	145 1/2
Denver & Rio Grande.....	43
Erie.....	30 3/4
do 1st pf.....	49 1/2
Louisville & Nashville.....	153
Mo, Kan & Texas.....	43 1/2
N Y City Central.....	127 1/2
N Y Out & West.....	46
Norfolk & Western.....	101 1/2
Northern Pacific.....	136 1/2
Pennsylvania.....	136
Reading.....	168 1/2
Rock Island.....	49 1/2
Southern Pacific.....	127 1/2
Southern Railway.....	127 1/2
Union Pacific.....	187 1/2
U S Steel.....	84 1/2
do pf.....	121 1/2
Utah Copper.....	52 1/2
Wabash.....	21 1/2
do pf.....	47 1/2

CHILE-PERU AGAIN AT ODDS.

LIMA. Peru—Further complications between Peru and Chile are threatened today as the result of Chile's order of expulsion against the Peruvian clerics in Arica, in northern Chile. The clerics, acting under orders from the Peruvian government, have so far refused to go.

BOSTON STOCKS

BOSTON—Following are the opening, high, low and last sales of the active stocks today:

	Open.	High.	Low.	Last.
Adventure.....	7 1/2	8 1/2	7 1/2	8 1/2
Arizona Com.....	39 1/2	39 1/2	39 1/2	39 1/2
Atlantic.....	9 1/2	9 1/2	9 1/2	9 1/2
Batopilas.....	2 1/2	2 1/2	2 1/2	2 1/2
Butte Coalition.....	26 1/2	26 1/2	26 1/2	26 1/2
Calumet & Arizona.....	74	74	74	74
Calumet & Hecla.....	635	635	630	630
Centennial.....	23	23 1/2	23	23 1/2
Consolidated Merc.....	10 1/2	10 1/2	10 1/2	10 1/2
Copper Range.....	77 1/2	77 1/2	77 1/2	77 1/2
Daly-West.....	9 1/2	9 1/2	9 1/2	9 1/2
Elm River.....	2	2	2	

Market Reports, Produce, Shipping

SHIPPING NEWS

Enough dry goods, hosiery and notions to start a hundred good-sized stores arrived here today in the Warren liner Michigan, Capt. E. J. Eynon, from Liverpool, Feb. 17.

The holds of the big steamer were full of huge packing cases crammed with costly Irish linen, valuable tapestries, hosiery of all kinds, from plain fast black to the multi-colored openwork variety, sober woollens and some of a louder brand, lined in broad plaids and glaring checks.

Beside these important items the big freighter brought a large shipment of yarn. Captain Eynon said none of this consignment, however, contained a single old sailor's yarn.

A valuable shipment of 73 ponderous mahogany logs was also included in the Michigan's freight, the rest of the cargo being 1171 casks of china clay, 306 casks of bleaching powder, 1463 barrels of coconut oil, 1054 bales of cotton, 420 bags of ground sumac and large quantities of other freight, including burlaps, paper stock, case goods, palm oil, furniture and tin ingots.

The steamer reached her berth at Hoosac docks about 10 a. m., and longshoremen at once commenced work on breaking out her varied cargo. Work will be pushed in order to expedite the sailing of the steamer, as she reached here four days overdue and this afternoon she was scheduled to leave on the return trip to Liverpool.

"The big stick" arrived here today in the holds of the Allen line steamship Pretorian, from Glasgow. The article in question was 300 bags of glue consigned to a Boston firm.

The Allan boat left Glasgow Feb. 19 with 143 passengers and a big general cargo for this port.

This is said to be the first time on record that an Allan line steamship has reached Boston without any "Mace" on board.

the cabin list—from the MacArthur to the MacWilliams, they were conspicuous by their absence—a fact which caused the good old Scotch chief steward to hang his head in shame.

On the Pretorian's manifest were 10,000 firebrick, 700 barrels leather oil, 407 bundles steel bars, 845 packages of case goods, and large consignments of granite, general merchandise and wool.

A decided change in the method of buying halibut fares at this port and Gloucester has just been instituted by the New England Fish Company. This concern, which is the largest buyer of fresh halibut in this country, will now discontinue the custom of weighing the fish with the heads on and then deducting 14 pounds per hundredweight for the heads. Instead, the company will now buy the fish on the same basis as cod and haddock, taking off nothing for the weight of the heads.

This will do away entirely with the much mooted question as to whether or not the heads actually averaged 14 pounds per hundredweight of fish. The action of the New England Fish Company, it is thought, will be followed by other buyers.

This action, following close on the adoption of platform scales by the American Halibut Company and the New England Fish Company in place of the old-fashioned beam scales has been welcomed with enthusiasm by fishermen, as they consider these innovations as making for the best interests of all concerned.

A handful of market craft reached T wharf this morning bringing fares that in the aggregate would hardly make one respectable trip for an off-shore schooner. The total amount of fish landed was only 68,500 pounds, 45,000 pounds of which was haddock, the remainder being inconsiderable quantities of hake, cusk and pollock.

The arrivals were: Genesta, with 14,800 pounds, Actor 3000, Lillian 7000, Mary Edith 13,200, Babina P. Domingos 9000, Walter P. Goulart 18,500, Marguerite 3000.

T wharf dealers' prices today per hundredweight: Haddock \$3.25, large cod \$3.25@3.85, small cod \$2.75@3.25, large hake \$5.25, small hake \$3.75, cusk \$2.50, pollock \$3.25.

Two Newfoundland frozen herring cargoes are in port today; the schooner Elizabeth M. from Bay of Islands via Gloucester, with 800 barrels of fish is at T wharf, and the British schooner Strathcona, with 750 barrels is lying at the Eastern Packet pier, where she will discharge. The latter vessel brought her herring from Lough Linn.

Because of inability to secure a crew, the three-masted schooner Pendleton Satisfaction is anchored on the flats, unable to put to sea. Sailors prefer to ship on more modern vessels, where much of the heavy work is done by steam power, and consequently the agents are finding it difficult to sign a crew.

The schooner is in command of Capt. Samuel Simmons of Saba Island, Dutch West Indies, who was formerly master of the bark Silcon. The Pendleton Satisfaction is under charter to load a cargo of iron pipe at Florence, N. J., for New York. She was formerly the schooner Myra B. Weaver, which was wrecked in Vineyard Sound several years ago.

White Star liner Cretic, Captain Kelk, from Mediterranean ports for Boston, was 1218 miles east of the light at 8 p. m. Friday and is expected to reach here late Monday afternoon. The liner is bringing 10 saloon passengers, 90 second cabin and 1208 steerage. The company's steamer Romancie arrived at Ponta Delgada at 7 p. m. Friday and later proceeded for Gibraltar, Naples and Genoa.

PORT OF BOSTON.

Arrived.
Strs Massachusetts, Barrett, New York, mds to N E Nav Co; James S Whitney, Crowell, New York, mds to W H Blasdale; Pretorian (Br), Pitts, Glasgow, Feb 19, via Halifax, N S, passengers to H & A Allan, arrd below Friday; Michigan (Br), Eynon, Liverpool, Feb 18, mds to Warren & Co; Juniata, James, Baltimore via Newport News, mds and passengers to C H Maynard; Governor Dingley, Linscott, Portland, Me; City of Gloucester, Godfrey, Gloucester.
Schr Edward B Winslow, Norfolk, in tow of tugs Mercury and Confidence.
Tug Chas T Gallagher, Guilmet, Rockland, towing barges Nos 7, Rockland, and 17 and 20, Portland for Baltimore.
Barge Tipton, Norfolk, towed here by tug Cuba.

Cleared.
Str A W Perry (Br), Hawes, Halifax, N S, by F W Bell; Chippewa, Chichester, Charleston, S C, and Jacksonville; City of Macon, Savannah; Ragnarok (Nor), Philadelphia; Grecian, do; Juniata, James, Norfolk, by same; Governor Dingley, Linscott, Portland, Me, by J S Carder.

Sailed.
Strs Columbian (Br), London; A W Perry (Br), Halifax, N S; Chippewa, Charleston, S C, and Jacksonville; City of Macon, Savannah; Ragnarok (Nor), Philadelphia; Grecian, do; Juniata, James, Norfolk, by same; Governor Dingley, Linscott, Portland, Me, by J S Carder.

Tugs Savage, Baltimore, towing barges Nos 17 and 20 (from Portland) and 25.
Friday—Tug Lehigh, towing barge Berkshire (from Perth Amboy), Portland; str Berkshire, for Philadelphia, which was delayed on account of late arrival, sailed at 9:08 p. m.

BOND OFFERING ATTRACTS NOTICE

Rock Island, Arkansas and Louisiana Railroad Issue Is Expected to Be Over-subscribed.

The offering for public subscription by Speyer & Co. of \$11,000,000 Rock Island, Arkansas & Louisiana Railroad Company first mortgage 4 1/2 per cent gold bonds is attracting considerable attention. The bonds are offered at 96 per cent and secured interest, yielding over 4 1/2 per cent income. They are dated March 1, 1910, maturing March 1, 1930, interest payable semi-annually March 1 and Sept. 1.

The bonds are guaranteed unconditionally as to principal and interest, by indorsement on each bond by the Chicago, Rock Island & Pacific Railway Company, the old company, which owns all the capital stock of the Rock Island, Arkansas & Louisiana Railroad Company, and now operates the line under lease.

The bonds will be secured by a direct first mortgage on 308.30 miles of road and on trackage rights over an additional 37.89 miles, and also a first lien on equipment of the value of about \$1,500,000.

They are part of a total authorized issue limited to \$30,000,000, of which the remaining bonds are only issuable under restrictions as provided in the mortgage. They are redeemable at the option of the company on any interest date, at 105 and accrued interest, on 60 days' previous notice.

The Chicago, Rock Island & Pacific Railway Company reports that its average surplus for the five fiscal years 1909, 1908, 1907, 1906 and 1905, after providing for all fixed charges, taxes, rentals, etc., amounted to \$6,230,758.

Subscriptions for the issue are received in London by Speyer Brothers and in Amsterdam by Teixeira de Mattos Brothers. It is expected that the issue will be largely oversubscribed both in Europe and in this country.

LONDON MARKET IS QUITE BRISK

LONDON — The securities markets closed in strong contrast with the usual week-end inactivity, speculation being widely excited in the mining shares and particularly Rhodesians. One phase is a halt in gilt-edged investments. Home rails and foreign shares display firmness. Americans disclose fractional improvements. Dealings in this group, however, lack briskness. DeBeers are 1/4 higher at 10 1/2. Continental bourses are quiet.

NEW YORK BANK STATEMENT.

A decrease of nearly \$8,000,000 in the surplus was shown in the weekly statement of averages of the New York clearing house banks. There was an increase in the loan account amounting to over \$10,000,000, while deposits were expanded to the extent of \$5,789,700. The loss in cash amounted to over \$6,400,000. The statement in detail was as follows:

	Decrease.
Loans	\$1,241,435,800
Deposits	\$5,789,700
Reserve	\$1,241,435,800
Capital	\$1,241,435,800
Surplus	\$1,241,435,800

The surplus of the banks of \$15,235,925 compares with \$12,383,450 last year and \$43,754,500 two years ago.

NEW YORK ARRIVALS.

Strs James Brand, Tyno; Cambyes, Tenerife; Zieten, Bremen; Askell, Baltimore; Texas, Philadelphia.
Schr Republic, Saunders, Fajardo, in tow of tug Henry Lee.

WIRELESS REPORTS.

Str Brazos, New York for Galveston, 273 m s Sandy Hook 8 p m 4.
Str Rio Grande, Galveston for New York, 145 m s Sandy Hook 8 p m 4.
Str Esperanza, New York for Vera Cruz, 207 m s Sandy Hook 8 p m 4.
Str Comal, Mobile for New York, 427 m s Sandy Hook 8 p m 4.
Str Lampasas, New York for Mobile, 550 m s Sandy Hook 8 p m 4.
Str City of Columbus, New York for Savannah, 212 m s Sandy Hook 8 p m 4.
Str Nacoochee, Savannah for New York, 431 m s Sandy Hook 8 p m 4.
Str San Juan, Ponce for New York, 900 m s Sandy Hook 8 p m 3.
Str Philadelphia, San Juan for New York, 1040 m s Sandy Hook 8 p m 4.
Str Julia Luckenbach, San Juan for New York, 974 m s Sandy Hook 8 p m 4.

MARINE NEWS.

JUNEAU, Alaska—Str George, which went to Goose Island to get the mail taken ashore from the wrecked steamer Yucatan, returned after an unsuccessful trip. The George was unable to get nearer than half a mile to the wrecked vessel. Wrecking steamer Santa Cruz has been unable to reach the wreck because of floating ice.

NEW YORK—Derelict destroyer Seneca picked up str Republic before reported in collision with str Tagus (Br), and is towing her to Scotland lightship and was towed to an anchorage today.

AMSTERDAM—The Dutch cruiser Utrecht reports from the Barbados that the search for the missing Dutch merchant steamer Prins Willem II. has been fruitless and will be discontinued. The Prins Willem II. left Amsterdam Jan. 21 for West Indian ports and New York.

Produce Markets

Arrivals.

Steamers Pretorian from Glasgow and Michigan from Liverpool.
Steamer Katahdin from Jacksonville with 977 boxes oranges, 15 crates pineapples, 86 crates vegetables.

Steamer H. F. Dimock from New York brought 394 half boxes oranges, 30 boxes lemons, 40 boxes macaroni.
Steamer Cimbrina from Copenhagen brought 100 bags beans.

The Norfolk steamer due here tomorrow has 100 barrels spinach, 700 bags peanuts, 1300 boxes oranges.

Boston Receipts.
For the day—Apples 1551 bbls, cranberries 209 bbls, strawberries 7 refs, Fla oranges 4480 bxs, Med'n oranges 197 bxs, Call oranges 2016 bxs, lemons 342 bxs, pines 15 crts, peanuts 20 bgs, potatoes 11,200 bush, sweet potatoes 336 bbls, onions 2620 bush.

For the week—Apples 9326 bbls, cranberries 1043 bbls, strawberries 25 refs, Fla oranges 13,943 bxs, Med'n oranges 320 bxs, Call oranges 19,090 bxs, lemons 5733 bxs, bananas 30,000 stems, cocoanuts 320 bgs, pines 129 crts, raisins 2068 bxs, dates 857 bxs, peanuts 2241 bgs, potatoes 103,737 bush, sweet potatoes 1231 bbls, onions 9507 bush.

Stock of Apples in Boston Cold Storage.
1910, 25,284 bbls; 1909, 10,282 bbls.

Potato News.
Christopher M. Gallup, chairman of the committee on agriculture of Waterbury, Me., in a communication to the secretary of the Boston Chamber of Commerce regarding the potato crop in that section, states that the central Maine crop this year is of the highest quality and bargain prices are now prevailing at all shipping points.

Apple Shipments.
Total for the week 5033 barrels, same time 1909 1402 barrels, total since season opened 233,812 barrels, same time 1908 1909 184,259 barrels.

Foreign Apple Market.

Liverpool cable Friday—No. 1 Maine Baldwins 17@21s, seconds 12@15s, greenings 12@14s, Ben Davis 14@15s, Golden Russets 15@17s, Rox Russets 13@15s, Spies 14@16s, Starks and Pen-nocks 16@18s. Only the choicest fruit brought the highest quotations. The market closed with weak tendency, but good clearance. Market is very flat except for fine grades of sound fruit, 9000 selling. Ottoman on the market; considerable fruit in spent condition.

PROVISIONS

Chicago Market.
May wheat \$1.13 1/2. May corn \$24.67. May oat \$13.30. Hog receipts 12,000. Prices \$9.55@10.02 1/2. Cattle market steady. Receipts 1200.

Boston Poultry Receipts.
Today—637 packages, last year 1871 packages. For the week 3741 packages, last year 7151 packages (1464 packages export).

Boston Prices.
Flour—Mill shipments spring patents, \$5.80@6.30; clears, \$4.60@4.90; winter patents, \$6@6.20; straight, \$5.70@6; clears, \$5.40@5.70; Kansas patents in jute, \$5.20@5.80; rye flour, \$4.30@5.50; Graham, \$4.20@5.55.

Corn—Carlots on spot steamer yellow, 70 1/2; No. 3 yellow, 69 1/2; to ship from the West No. 2 yellow, 70 1/2@71 1/2; No. 3 yellow, 69@69 1/2.
Oats—Carlots on spot No. 1 clipped white, 55 1/2; No. 2, 54 1/2; No. 3, 52@53; rejected white, 53@54; ship from the West fancy 40 lbs, 54@54 1/2; regular 38 lbs, 53 1/2@54; regular 36 lbs, 53@53 1/2; barley mixtures, 51@53.

Cornmeal and oatmeal—Bag cornmeal, \$1.36@1.48; granulated, \$3.80@3.90 bbl; bolted, \$3.70@3.80; oatmeal rolled, \$4.05@5.25 bbl; cut and ground, \$4.45@5.75.
Hay and straw—Hay western choice, \$24.50@25; No. 1, \$24; No. 2, \$22@23; No. 3, \$20.50@21.50; straw, rye \$10; oat, \$11@11.50.

Milled—Spring bran, \$20.50@27; winter bran, \$27@27.50; middlings, \$26.50@29; mixed feed, \$27@27.50; red dog, \$31.50; gluten feed, \$33.75; stock feed, \$28.50; hominy feed, \$27.40; c. s. meal, \$35.25.
Butter—Northern creamery 32 1/2, western 32 1/2.
Eggs—Fancy nearby hennery 25@26, eastern best 24, western 22@23.
Cheese—New York twins, new, 17 1/2; Vermont twins 16 1/2@17.

Beans—Pea, choice, per bu, \$2.35@2.40; medium, choice hand picked, \$2.30@2.35; California, small white, \$3.25@3.35.
Beef—Choice 10@10 1/2, hindquarters 11@12 1/2, forequarters 9@9 1/2.
Lard—Pure, in tierces, per lb, 10 1/2; rendered lard 17 1/2, loose raw leaf 15 1/2.
Fresh ribs—15 1/2@16.
Bacon and hams—Hams, regular, 17 1/2@18; skinned hams 18@18 1/2, smoked shoulders 12 1/2, fresh shoulders 13 1/2, corned 12 1/2; bacon 18 1/2@21 1/2.

Potatoes—Green Mountain, per 2-bu bag, \$1@1.05; sweets, per bbl, \$2.50.
Onions—Connecticut river, per 100-lb bag, \$1.40@1.50; native yellow, per bu bag, \$6@9.

Poultry—Nearby broilers 25@30, choice northern and eastern fowl 20, choice young western turkeys 25@27, roasting chickens, 4 1/2 to 5 lb, native, 20@23; western fowl 17@18.
Fruit—Apples, per bbl, \$1.50@4; cranberries, Cape Cod, per bbl, \$2.50@5; per box, \$1.25@1.50; pineapples \$1.50@3.25.
Sugar—American Sugar Refining Company's net quotations: Crystal dominoes 7.85c, eagle tablets 6.80c, cubes 5.75c, cut-loaf and crushed 6.30c, XXXX powdered 6.85c, standard powdered 5.50c, granulated and fine 5.40c, granulated 25-lb bags and under 5.45@5.70c, diamond A 5.40c, Ontario A 5.20c, Empire A 5.15c, extra Cs 4.80@5.10c, yellow Cs 4.75@4.95c.

The Chicago, Rock Island & Pacific Railway Company. \$11,000,000

Rock Island, Arkansas and Louisiana Railroad Company

First Mortgage 4 1/2% Gold Bonds.

Dated March 1, 1910.

Interest Payable Semi-Annually March 1st and September 1st.

PRINCIPAL AND INTEREST UNCONDITIONALLY GUARANTEED, by endorsement on each bond, by THE CHICAGO ROCK ISLAND & PACIFIC RAILWAY CO. (the old Company), which owns all the capital stock and now operates the line under lease.

Coupon Bonds of \$500 and \$1,000 each, with privilege of registration. Registered Bonds may be reexchanged for \$1,000 Coupon Bonds.

Principal and Interest Payable in New York, in U. S. Gold Coin; or at the Holder's Option, in Foreign currencies as stated in the bond.

Redeemable at the option of the Company on any interest date at 105 and accrued interest, on sixty days' previous notice.

The \$11,000,000 Bonds will be secured by a First Mortgage to the Bankers Trust Co., New York, as Trustee, which will be a direct first lien on 308.30 miles of road and on trackage rights over an additional 37.89 miles, and also a first lien on equipment of the value of about \$1,600,000.

The Bonds are part of a total authorized issue limited to \$30,000,000, of which the remaining Bonds are only issuable under restrictions as provided in the mortgage.

The earnings of the Rock Island, Arkansas & Louisiana Railroad Co. are not kept separately, but are included in those of The Chicago, Rock Island & Pacific Railway Company, the guarantor of the above bonds.

The Chicago, Rock Island & Pacific Railway Company reports that the average surplus for the five fiscal years 1909, 1908, 1907, 1906 and 1905, after providing for all fixed charges, taxes, rentals, etc., amounts to \$6,230,758.

We offer the above Bonds for public subscription at 96 per cent, and accrued interest to delivery, yielding over 4 1/4 per cent income.

The subscription will be closed at the office of the undersigned at or before 3 o'clock P. M. on Monday, March 7, 1910, the right being reserved to reject any application and to award a smaller amount than applied for. The undersigned reserve the right to close the subscription list at any time without notice.

A first payment of \$50 in New York funds for each \$1,000 bond subscribed for must accompany all subscriptions. The balance of the amount due on bonds allotted upon subscription will be payable in New York funds on March 14, 1910, at the office of the undersigned, when temporary certificates, exchangeable for engraved bonds as soon as ready, will be delivered upon surrender of the allotment letter, duly endorsed.

If no allotment be made, the first payment will be repaid in full; if only a portion of the amount applied for be allotted, the balance of the first payment will be applied towards the amount due on March 14, 1910. No interest will be allowed on such first payment. If any further balance remain, such balance will be returned. Failure to pay the balance of the subscription price when due will render the previous payment liable to forfeiture.

Subscriptions will be received simultaneously

in London by MESSRS. SPEYER BROTHERS,

in Amsterdam by MESSRS. TEIXEIRA de MATTOS BROS.

Application will be made in due course to list the above Bonds on the New York Stock Exchange and in London, Frankfurt a/M and Amsterdam.

Reference is made to a letter from Roberts Walker, Esq., Chairman Executive Committee of The Chicago, Rock Island & Pacific Railway Company, copies of which may be obtained at our office.

New York, March 4, 1910.

SPEYER & CO.

THREE MILLIONS FOR RAIL WORK

MINNEAPOLIS, Minn.—The St. Paul Minneapolis & Sault Ste. Marie railroad officials announce the intention of that road to expend \$8,000,000 in improvements during the present year. Three million dollars will be expended upon the Chicago division. The rest will be spent in improving the main line, although a good share will be put into the Thief River Falls branch to Duluth.

PHILADELPHIA STOCKS.

PHILADELPHIA—Lehigh Valley 106, Rapid Transit 23 1/2, Union Traction 49 1/2, Electric Company 12, United Gas Imp. Scrip 198, United Gas Imp. 86 1/2, Lehigh Navigation Scrip 198.

6% Reclamation Bonds

Secured by a Thousand Farms

The trend of investment among our thousands of customers is toward Reclamation bonds. With us, these bonds are now out-selling all other bonds combined.

They are secured by first liens on good farm land—sometimes a thousand farms. And this land reclaimed by drainage or irrigation is the most fertile farm land in America.

The bonded indebtedness is conservative, rarely exceeding one-fourth the land's value. And, the bonds being serial, this indebtedness is rapidly reduced.

As additional security, we have a first mortgage on all the property of a corporation in which the investment is sometimes twice the bond issue. Thus we combine corporate responsibility with farm lien security.

Some of the bonds are "Carey Act" bonds, where the State supervises the project. Some are municipal securities, issued by organized districts. Such bonds form a tax lien on the district.

The interest rate is six per cent—a liberal rate for high grade farm lien securities. The bonds are for \$100, \$500 and \$1000, so they appeal to small investors and large. And the differing maturities enable one to make short-time or long-time investments.

For all of these reasons, rightly selected Reclamation bonds have come into great popularity.

Every investor, small and large, should read our book on Irrigation Bonds. Cut out this coupon as a reminder to send for it.

First National Bank Building, Chicago 50 Congress St., Boston 111 Broadway, New York First National Bank Building, San Francisco

Please send your free book on Irrigation Bonds.

Name.....

City.....

State.....

16 Years' Experience

During the past 16 years we have sold 78 separate issues of Reclamation bonds, all based on farm liens. Not a dollar of loss has resulted to any investor.

Our position in this field gives us the pick of these projects. To investigate and supervise them, we employ the most competent engineers and attorneys. And an officer of our Company constantly resides in the irrigated sections, watching the projects we finance.

Every investor, small and large, should read our book on Irrigation Bonds. Cut out this coupon as a reminder to send for it.

First National Bank Building, Chicago 50 Congress St., Boston 111 Broadway, New York First National Bank Building, San Francisco

Please send your free book on Irrigation Bonds.

Name.....

City.....

State.....

RAILWAY TO SPEND MILLIONS ON LINE

SEATTLE, Wash.—The Great Northern railway will spend \$2,000,000 this year improving its system in this state, especially the line through the Cascade mountains. The most important piece of work will be clearing the land for a distance of 500 feet on either side of the right of way between Scenic Hot Springs and the Cascade tunnel.

A large amount will also be spent in building new sidings, additional double-track and new passenger trains.

CHICAGO BOARD.
(Reported by C. F. & G. W. Eddy, Inc.)

Oats—				
May.....	45%	45 $\frac{1}{4}$ %	45	45
July.....	43	43 $\frac{1}{4}$	42 $\frac{3}{4}$	42 $\frac{3}{4}$
Sept.....	40%	40%	40 $\frac{1}{4}$	40 $\frac{1}{4}$
Pork—				
May.....	24.85	24.90	24.60	24.80
July.....	24.90	24.90	24.57	24.80
Lard—				
May.....	13.37	13.42	13.27	13.32
July.....	13.30	13.32	13.17	13.22

Counsel and Play for the Boys and Girls

The Making of Timepieces

THERE are few real watchmakers nowadays; those engaged in the business of watch making are really only machine tenders, many of whom would not be able to put a watch together, much less to make one. Skilled mechanics in the business devote their ability to the construction of machines that go to the making of watches, and since the demand is unlimited these tool makers are far and away the kings of all mechanics. The development of this machinery has been greater and more rapid than that of any used in other work. It has reached the point where not the cost of material and not the price of human labor determines the price of the watch, but the cost and fitness of the machines for their work. Some of the machines work so perfectly that all that is required in making screws is to start the end of a coil of wire into one of them; the operator can then go away for

an hour or more and the machine will do the rest.

Nuremberg has the honor of being the birthplace of the first watches that a man could carry in his pocket. They were called "Nuremberg eggs," and in fact the watch of that day was shaped very much like an egg. They were so expensive that they were the exclusive property of royalty and those in high stations. It is said of Charles V. that he sent a locksmith in a sedan chair all the way from Nuremberg to Vienna to put right his watch, since out of that city there was no one who could repair it.

Previous to the close of the fifteenth century timepieces were stationary affairs. About that time some one, now unknown, invented the spring and it became possible to make a watch which could be carried. As years passed on the demand for them grew and inventors put forth their genius to make them rapidly and cheaply. Now good timekeepers are made by the million and sold at a handsome profit as low as \$1 each.

There were some queer methods of measuring time before the invention of watches and clocks. Of these the sundial was the best, although it gives the correct time for only a few days in the year. The rest of the time it varies from correct to 20 minutes fast or slow. The date of the invention of the hour glass is not known, but we are certain that it was in use 200 years B. C. The sand in the best hour glasses is made of powdered egg shells, well baked, because this material is less liable to absorb moisture. King Alfred is said to have measured time by marks on burning candles, but this must have been very unsatisfactory, owing to the fact that some would burn faster than others. No ship owner would send a craft to sea without a time keeper that had been proved correct; otherwise he would immediately forfeit all his insurance.

A SMILE.

Nothing on earth can smile but man! Gems may flash reflected light, but what is a diamond-flash compared to an eye-flash and a mirth-flash? Flowers cannot smile; this is a charm that even they cannot claim. It is the prerogative of man; it is the color which love wears, and cheerfulness and joy—these three. It is a light in the windows of the face, by which the heart signifies it is at home and waiting. A face that cannot smile is like a bud that cannot blossom, and dries up on the stalk. Laughter is day, sobriety is night, and a smile is the twilight that hovers gently between both—more bewitching than either.—Henry Ward Beecher.

THE MINK FAMILY.

The Minks are a very fine family. Some of their cousins are called Sables, and others Ermines, and all have pretty and costly clothes. The mother Mink is a beautiful brown creature, with a very long tail, about as large as an English hare, quite slender and graceful.

All the Minks and Martens wear two fur coats, one above the other. The under one is short and woolly, and sticks close to the skin, keeping its wearer warm in coldest weather, and dry in deepest water. The outer coat has long, glossy hair, which throws off the rain, as does the thatch of a cottage.

When our boys and girls want to bathe in the sea they must take lots of trouble, wear a special bathing dress, and be careful not to take cold. The little Minks and Martens and their numerous cousins can spend as much time as they please in the water. Their costly fur dresses can stand all sorts of mud and dirt and water. All they have to do when tired of their bath is to shake themselves and run about in the sunshine.

These happy little people live on fish and have great fun in catching them.—The Sunbeam.

Doing the Hardest Thing First

MOTHER," said Ethel, "why do you always clean that lamp chimney first? I thought you said it was the hardest one of all to clean."

"It is the hardest," said mother, with a smile, "and that is the very reason why I always try to clean it first."

"But," began Ethel, and then she stopped and thought.

She was sitting beside the kitchen table dressing a doll and watching mother at the same time.

Mother waited for Ethel to finish her sentence, but as she did not, mother said at length, "You see this chimney is so tall and slender that it is hard to get my hand inside or to rub it its full length, and if I should do all the easy chimneys first, I might spend the whole time I was cleaning those in dreading the harder chimney. You know they say that 'dreading is often worse than doing,'

so just think how much worse it would be to put it off."

Mother's eyes were smiling while she talked, and Ethel knew very well what she was thinking. It had been only a few minutes before that she had said to her mother: "O, dear! I do so dread to study that arithmetic lesson! I'll study my spelling first." After the spelling had been studied she had put off the arithmetic lesson a little longer, while she dressed her doll.

She put Evangeline's cap on very carefully and slowly as mother finished speaking, but when she began tying her cap strings she did it with quick little jerks. "Evangeline," she said, holding the doll up before her, "I am going straight off to study my arithmetic lesson, and don't you dare to call me away from it."—Morning Star.

MONITOR BOOK OF GAMES.

JACK'S ALIVE.

A small piece of stick is lighted at one end, and the blaze blown out, leaving the sparks. It is then passed from one of the company to the next on his right hand and so on around the circle, each one saying as he hands it to his neighbor, "Jack's alive." The player who holds the stick when the last spark fades out must consent to have a delicate mustache painted on his face with the charred end of the stick, which is then relighted, and the game goes on.

Should the wearer of the mustache have Jack go out a second time on his hands, an imperial, whiskers, or exaggerated eyebrows may be added to his charms. While Jack is in a lively condition, with

his sparks brilliant, he is passed carelessly from one player to another; but when he shows symptoms of going out, it is amusing to see how rapidly he changes hands, for each player is bound to receive him as soon as his neighbor pronounces "Jack's alive."

In case the mustache decoration is objected to, a forfeit may be paid instead.

ELECTRIC TRICK.

Balance a cane on an egg in a cup or on some point of a piece of furniture and bring near it a sheet of brown paper which has been electrified by rubbing. The cane will be attracted by the paper and may be made to turn around on its center by moving the paper around.

The Monitor prints one or two games each Saturday. Cut out and paste in blank book and soon you will have a good collection.



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CANDIED VEGETABLES.

"I was surprised at the Mexican sweet meats," said a New Yorker just back from Mexico. "I do not think there can be any fruit or vegetable which they do not candy, preserve in syrup or convert into jam."

"In a queer little pueblo in the state of Zacatecas I heard a woman calling monotonously. 'Cimarrones, calabases.' Now these words in English mean sweet potatoes and pumpkins. She had a small tray held in place by a leather thong that went around her neck.

"I crossed the plaza and asked her for five cents' worth of calabasa. She placed several pieces of a sugary yellow substance in a paper bag, and I realized that I was going to have the experience of tasting candied pumpkin."

"If you can imagine pumpkin pie frozen hard and saturated with sugar, you can get an idea of the flavor of that queer confection. One grows to like it after one has lived in Mexico for awhile."

"The cimarrones were also rather nice. The sweet potatoes are boiled in water until they are soft. They are then soaked in hot syrup and candied. A final coating of powdered white sugar is added and gives them the appearance of large Easter eggs."

"Beets, carrots, turnips and artichokes are some of the vegetables made into sweetmeats in Mexico. Tropical fruits of every description are also used for this purpose, and candied watermelon peel is a great favorite."

"The regular stand of the sweetmeat vendors is on the plaza, but at night they turn out in force around the doors of the theaters. A Mexican senorita would not enjoy the show unless she had a good supply of her native confections."—New York Sun.

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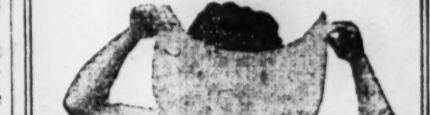
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THE MERCHANT PATRIOT, JOHN HANCOCK

(Continued from Page Six.)

boundaries of national usefulness at home and abroad. Such objects should be the only legitimate reasons for reviewing the characters and works of the founders of our nation.

Hancock was the son of a poor clergyman who passed away while he was a mere child and left a wife and three children to the tender mercies of friends and relatives. In those days the next of kin and loyal friends constituted an informal association of insurance without certificate or premium, and John Hancock's boyhood days came under such protection. He soon went to live with his uncle, Thomas Hancock, in the family mansion on Beacon street in Boston, where his opportunities for advancement were indeed very liberal.

Early in life he showed a great fondness for the practice of penmanship and for signing his name. Tradition tells us that when he frequently visited the home of another uncle at Bedford he was permitted to play with a quill and the "inkstand dish." Thus he learned the art of lettered expression and the distinguished stroke of signature, by which later "he wrote his name where all nations should behold it, and where all time should not efface it."

The young Hancock was taken into the counting house of his uncle at the age of 17 years, and he displayed a particular aptitude for commercial affairs. In 1763 after many years of close devotion to business, in which he exhibited excellent judgment and uprightness of character, John was taken into partnership with his uncle, and the firm became Thomas Hancock & Co. It was a business of general importing of whale fishery products and other commodities. The establishment maintained wholesale warehouses on Hancock's wharf (near North street) in Boston and several retail stores throughout the city. The uncle passed away a few years later and left the nephew an estate valued at \$350,000, which made John Hancock the leading man of wealth in Massachusetts.

As the young merchant was naturally public spirited he soon became acquainted with Samuel Adams (1766) and other political lights of the day, and his counting room became a chief rendezvous for the patriots of Boston.

In March 1765 Hancock was chosen to succeed his uncle in the position of selectman for the town of Boston. From this beginning for about one-third of a century he was a most faithful and conscientious servant of the people, and one whose memory American posterity should delight in revering. He served his term for eight years in the Legislature, frequent moderator of important meetings in Boston, representative in Continental Congress, two and one half years president of that body. 11 years Governor of Massachusetts and chairman of its constitutional convention.

In 1765 when the British ministry gave its sanction to an enforcement of George Grenville's Stamp Act in the American colonies, many of the Tory merchants along the seaboard were in favor of submission, because they feared the consequences to their own mercantile interests if they resisted. But the men of higher motives, including John Hancock, took a firm stand against any tax impositions not having the authority of unqualified

American consent. The Stamp Act was repealed during the following year (March 1766) and it was more due to the work of the merchant patriots in America in corresponding with their creditors and purchase houses in London than to any open hostility in the colonies. In this matter John Hancock was a strong factor in showing the English merchants how short-sighted was the ministerial policy which would cripple commerce by exacting an unlawful tribute from the infant mercantile interests of the new world. A reference to one of Hancock's letters will prove interesting. On Dec. 21, 1765, Hancock wrote to Devonshire & Reeves, London, as follows:

"I have sent you so fully my sentiments on the subject of the Stamp Act that I need not add more to convince you that it is highly disagreeable to the whole Continent and I have strong hopes that the Parliament will relieve us."

"Inclosed I send you small order for goods to be sent me by the first Spring Ship in case the Stamp Act is repealed, but if the act be not repealed, I must desire you will not send me one article in the inclosure. This is in consequence of the United Resolutions of the merchants here and the other Trading Towns, and I have wrote to all my correspondents in London to the same effect. If the Stamp Act is repealed I do let the goods be sent put up and charged at the lowest price for which I will make you a punctual remittance."

"I wish you health and happiness and am Gent'n, Your most obed't serv't,
JOHN HANCOCK."

On May 16, 1766, a copy of the repeal of the Stamp Act was received in Boston by a vessel of which Hancock was a part owner and great rejoicing followed all through the province.

In 1775, while the Continental Congress was in session in Philadelphia, General Gage issued a proclamation in Boston offering pardon to all rebels except Samuel Adams and John Hancock, "whose offenses are of too flagitious a nature to admit of any other consideration than that of condign punishment."

When Peyton Randolph of Virginia retired from the position of president of this Congress John Hancock was presented as being most suitable for the position and most acceptable to the Southern delegates, with whom neither of the Adamses were said to have been popular. So the Boston merchant prince was selected and when Benjamin Harrison conducted the new president to his chair, he remarked: "We will now show Britain how much we value her proscriptions."

During the most critical period in the existence of the general Congress, Hancock served as its president with much dignity and good judgment.

Some writers have attempted to show that there was an unkind feeling between Hancock and General Washington. But the facts brought to light only give additional luster to the nobility and patriotism of the great merchant. While he was president of the Continental Congress in Philadelphia during the occupancy of his home city by the British troops, reports came to him of the possibility of an attack on Boston by the American army at Cambridge. Much of the merchant's possessions were in that city; but he bravely set aside his solicitude

JOHN HANCOCK'S ORATION IN BOSTON, MARCH, 1774

(Called the "Massacre Oration.")

I HAVE from the earliest recollections of youth, rejoiced in the felicity of my fellow-men; and have considered it as the indispensible duty of every member of society to promote, as far as in him lies, the prosperity of every individual of his species; but more especially of the community to which he belongs; and also, as a faithful subject of the state, to use his utmost endeavors to detect and defeat every traitorous plot which its enemies may devise for its destruction.

Security to the persons and property of the governed is so obviously the design and end of civil government that to attempt a logical demonstration of it would be like burning tapers at noonday to assist the sun in enlightening the world; and it cannot be either virtuous or honorable to attempt to support institutions of which this is not the great and principal basis.

Iude for personal interests and he wrote Washington in December, 1775, the following courageous letter:

"For your future proceedings I must beg leave to refer you to the enclosed resolutions. I would just inform you that the last resolve relative to an attack upon Boston, passed after a most serious debate in a committee of the whole House. You are now left to the dictates of prudence and your own judgment. May God crown your attempt with success. I most heartily wish it, though, individually, I may be the greatest sufferer."

The noble patriot thus showed that he would not put a straw in the way of free action by the American general, if the latter should determine that the cause would be best served by occupying Boston. On March 19, 1776, Washington had the pleasure of notifying Hancock that the foreign troops had evacuated Boston and that his property was practically intact.

After Jefferson's Declaration of Independence was considered by the Continental Congress and adopted on July 4, 1776, a printed copy was issued bearing the typographical signature of Hancock as president of Congress, and of Charles Thompson, its secretary. This sheet was sent by Hancock to General Washington to be read to the troops, and another copy was read to the populace a few days later in Philadelphia. On Aug. 2, 1776, after the engrossed copy of the document was prepared, it was signed by all the members then present and the signature of John Hancock was the first to be affixed.

It was this bold dash of the pen standing out so clearly and elegantly in every facsimile of the Declaration which has given Hancock's name so much superlative fame in our history. The real circumstance above and beyond his famous conventional attestation, however, was the fact that he was president of the most august body of patriots which civilization had ever witnessed up to that

date. It was the fact of its being the first signature to a wonderful document, the real texture of which was composed of the elements of justice, truth and benevolence spread on its broadside as an inspiration of wisdom from above. That is the fact which has made the signature of John Hancock to the American Magna Charta one of the most celebrated in all our political history.

The grandeur of Hancock's patriotism is evidenced in this appeal to the thirteen states composing the federal Union, Sept. 24, 1776. He wrote:

"Let us convince our enemies that we are entered into the present contest for the defense of our liberties, so we are resolved, with the firmest reliance on heaven for the justice of our cause, never to relinquish it, but rather to perish in the ruins of it. If we do but remain firm—if we are not dismayed at the little shocks of fortune, and are determined at all hazards that we will be free—I am persuaded under the gracious smiles of Providence, assisted by our own most strenuous efforts, we shall finally succeed, agreeable to our wishes, and thereby establish the independence, the happiness and glory of the United States of America."

The merchant prince, like most of his compatriots, was an ardently affectionate family man. He was very devoted to domestic interests and to his wife, Dorothy Quincy Hancock. During their long separations he was very attentive in correspondence, always closing his letters with tender expressions of affection.

In a long letter written to the little wife in March, 1777, he tells her much of the affairs of the day, and closes with these words: "Never fear, we shall get the day finally with the smiles of heaven. Do take precious care of our dear little Lydia. Adieu. I long to see you. Take care of yourself. I am, my dear girl, yours most affectionately." Another letter of the year following while he was at Yorktown addressed to "Dearest Dolly," closed with "my best wishes ever attend you for the highest felicity, and I am, with utmost love, yours forever."

The true greatness of this merchant patriot of 76 found a glowing expression in his delicate, loyal regard for the simple commonplace attentions which sweeten the matrimonial relation. It was Hancock's recognition of the so-called "little things" of the day which made his wedded life an opportunity for unselfish development and corresponding happiness. The counterfeit greatness which is grandiose to the outer world, and forgetful and unlovable within the domestic circle, was not the currency with which he settled the exchanges of his human relations.

Among the great deeds accredited to John Hancock was the liberal aid advanced from his personal means to bring about the much-valued assistance of France in winning American independence. When the government was about destitute of credit or cash, Hancock fitted out a frigate at his own expense to carry Laurens as diplomatic representative to the French court. Through the work of Colonel Laurens the influence and assistance of the French king was secured, and this generous cooperation did much to establish the final victory of the American cause.

It has been alleged that John Hancock

misappropriated the funds of Harvard University while acting as its treasurer. For about 20 years he served in this office, and it was during the period when he was giving nearly all of his time to the federal union and his state. His business is said to have suffered much on account of his devotion to the interests of the commonwealth. Misunderstandings arose between the Harvard corporation and Hancock and their relations were quite strained at times.

All this occurred during the most critical period of our early history when it was extremely difficult to do business, because of the unsettled conditions of our laws and monetary affairs, and when Hancock was heavily charged with state responsibilities of great importance.

Some idea of the bad state of our money standards can be gained from the records of the University which show that in 1780 to pay a professor of divinity whose yearly compensation on a gold basis was about \$27, it required \$29,192 of Continental paper money (\$46,000 per annum).

Hancock's life seemed in his latter days to pass under a cloud of business and physical depression, and he passed away prematurely in 1793, without having settled his account with the university, although leaving ample means for that purpose. According to Josiah Quincy's History of Harvard University (Vol. 2, p. 205), his heirs paid nine years' interest on the indebtedness in 1795, and a few years later they paid the university the entire principal amount.

The writer finds no record of any breach of fiduciary trust on the part of John Hancock. But it appears that an ungrateful populace, moved often by jealousy and having no idea of the great man's problems and burdens, tried to load strange eccentricities on his character. It was alleged that he was "spoiled by popularity" and it is possible that his life work was somewhat flecked by such a coloring. But when measured in comparison with the great good he was instrumental in bringing out for his state and nation these minor items should have no force.

We can cite no better authority for a just estimate of the nobility, honor and business character of John Hancock than the man who was his childhood friend, his companion in young manhood and his co-worker for a quarter of a century in the American cause. John Adams wrote of Hancock in 1818: "I can say with truth that I profoundly admired him and more profoundly loved him. . . . I knew Mr. Hancock from the cradle to his grave. He was radically generous and benevolent. . . . He became an example to all young men of the town. Wholly devoted to business, he was regular and punctual at his store as the sun is in its course. . . . Though I never injured or justly offended him, and though I spent much of my time, and suffered unknown anxiety in defending his property, reputation and liberty from persecution, I cannot but reflect upon myself for not paying him more respect than I did in his lifetime. . . . Nor were his talents inconsiderable. They were far superior to many who have been much more celebrated. He had a great deal of political sagacity and penetration into men. He was by no means a contemptible scholar or orator."

Contributions on Topics of Interest
by Subscribers are Solicited.

THE HOME FORUM

A Page of Interest to All
the Family

The Flower Carpets of Tenerife

Once a year rich Spaniards have a real "flower strewn way" prepared for them. All the richest produce of the fertile gardens of the island is brought into use in weaving the most wonderful floor coverings in the world. Often the patterns are elaborate, especially those designed for old Spanish families who place them in the street before their houses, and thus gain local estimation according to the value of their floral display.

When King Alfonso was married he sent to the skilled flower weavers of Tenerife for fine samples of their work, and these were laid down at the entrance of the royal palace so that Queen Victoria Eugenie should literally enter her new home "on roses."

So pleased was he with the effect of this unique display that he has ordered similar carpets to be sent to the Spanish capital whenever there are festivals of first rate importance.

Not only are the ordinary blooms known to gardeners used to make the design of carpets, but also some rare flowers and grasses growing only in the Canary islands. The slopes of the Peak of Tenerife, bearing layers of lava from the now dormant volcano, are rich in these unusual forms of floral beauty.—Detroit Free Press.

Ties Are of Ebony

Many thousands of ebony trees of large commercial growth are found upon the cleared lands in the lower valley of the Rio Grande in Texas. As yet no effort has been made to utilize this valuable timber for anything except to make railroad ties.

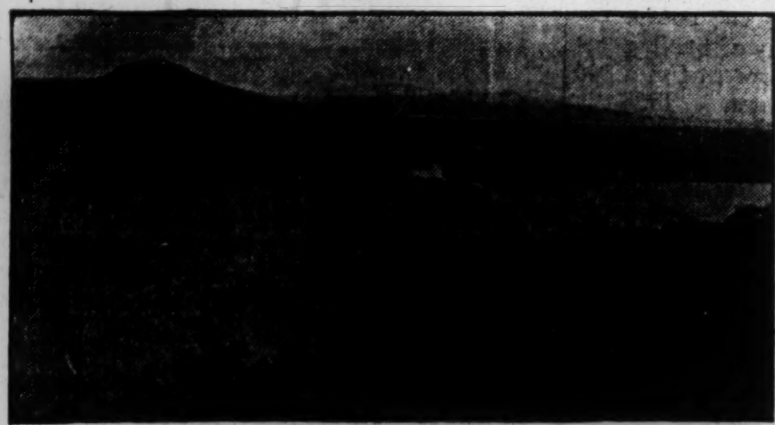
Since the agricultural invasion of this region began a few years ago large tracts of land have been cleared and the ebony trees found thereon were cut into cross-ties and used upon the railroad that penetrates the valley territory.

Logs of good size could be made from great numbers of these trees still standing. A few of the landowners recognized the value of the trees and left them untouched in clearing the shrubbery and other trees from their property. It is claimed that cross-ties made of ebony will outlast any other wood.

The little railroad that runs from Brownsville to Point Isabel contains ebony ties that were laid in 1808, when the road was first built. These ties are still in a perfect state of preservation.—Kansas City Star.

Everywhere in life, the true question is not what we gain but what we do.—Carlyle.

SUNSET AT KINEO



MOOSEHEAD LAKE, MAINE.

Photo taken from the top of Mt. Kineo.

A PART of New England too little known is Moosehead lake, in northern Maine, with Mt. Kineo, a magnificent jewel set in its midst, nearly dividing in twain its 40 miles of length. Surrounding the great lake, range after range of mountains, covered with forests, meet the eye. Far to the eastward, Katahdin, with its glistening cap, towers above them all to a height of more than 6000 feet. The traveler looking ahead from the steamer can imagine that another mountain has stepped out from its mates and advanced to meet him as he draws nearer—the majestic welcome of the "frowning cliff of Kineo."

It is the sunset hour, the sun is disap-

pearing behind Squaw mountain, its last rays fall on Spencer mountains and "Little Kineo" to the eastward. The glorious blue and gold of the sky is reflected in the clear waters of the lake, and the purple shadows only seen in mountainous regions envelop all the mountain tops.

Legend says that long ago an Indian hermit warrior dwelt upon Mt. Kineo, emerging from his solitary life only to lead his tribe in battle against their enemies, the Penobscots. When his camp fire was seen no more his name, "Kineo," was given to the hermit mountain, which, like himself, stands alone.

Movable Cabins for Kaiser

The German Emperor has ordered from a firm in Posen two small houses which can be taken to pieces, for use in this year's imperial maneuvers. The houses are to be constructed entirely of wood and iron and are to afford accommodation for the Emperor during the maneuvers.

They can be erected in a few hours and consist of a reception room and bedroom. Each house covers a space of only 60 square meters. They will be transported by two railway wagons. The Emperor will thus be able to fix his headquarters at any desired point along the railway line.—Chicago Inter Ocean.

That which is everybody's business is nobody's business.—Izaak Walton.

Grand Concert of Sixty Years Ago

The following concert program is reproduced in Scribners to give a glimpse of what musical things were like in the middle of the nineteenth century in New York. The program shows what a rare avia the concert grand piano was in those days. Mr. Hoffman borrowed this, whenever he played, from a Mr. Jones. These pianos were only manufactured by special order. There was not one classic in the whole melange, unless the arrangements from Meyerbeer and Rossini may be so rated.

PART I.

- 1 Song, "Womans Love," Mr. Leach (vocalist from London)..... Klite
- 2 Grand fantasia: "Les Huguenots," executed by Richard Hoffman on one of Chickering's Superb Grand Pianofortes, manufactured for a gentleman in this city.
- 3 "Vanel Campo," from the opera of "Il Colonnello," Mrs. Eastcott..... Ricci
- 4 Fantasia, "La Melancholie," executed by Joseph Burke (violinist)..... Prume
- 5 Recitative and air, "Rage, Thou Angry Storm," Mr. Leach, Benedict
- 6 Introduction and variations, "Semi-ranis" (by desire), executed by Richard Hoffman..... De Meyer
- 7 Overture to "Guillaume Tell"..... Rossini

Arranged for the piano by Richard Hoffman and executed by Messrs. Scharffenberg, Timm and Hoffman on three Superb Grand Pianofortes manufactured by Messrs. Nunn & Clark, Stadart, and Chickering.

PART II.

- 1 Fantasia and themes from "Linda de Chamounix," executed by Mr. Burke..... Alard
- 2 Song, "On the Banks of Guadalquivir," by Mrs. Eastcott..... Lavenue
- 3 Grand fantasia sur "La Cracovienne," executed by Richard Hoffman..... Wallace
- 4 Song, "Weep Not for Sorrow," Leath; violinello obligato by Herr Saroni..... Lachner
- 5 Richard Hoffman will have the honor of introducing to the American public a new musical instrument called Wheatstone's Patent Concertina and perform on it a fantasia on themes from the opera of "Norma."
- 6 Grand duo concertante from the opera of "Fra Diavolo," executed by Richard Hoffman and Joseph Burke..... Herz and Lafonte

A good man is contented.—Emerson.

SOME ALASKANISMS

THE localisms of any region are interesting, but especially so are those of Alaska—interesting as well as picturesque. The old-timer is not an old-timer or an early settler, he is a "sour-dough." In the early days when the enthusiastic gold seeker had to make the long climb over the Chilkoot pass, build his boats and work his tedious way across the chain of lakes and down "the river"—of course the river is the Yukon—in those days few were the women and few were the cooks, for each man, whether clerk, miner, or cook, thought of nought but getting to the new strike—the Klondike gold fields—before his neighbor, hoping to stake the best claim. So it was each man for himself, or his "pardner," and men learned to cook. Thus, from the old frontiersmen, the younger men learned the trick of making sour dough bread, which is only too well known to old miners. It is bread made from sour dough instead of yeast.

A "real" sourdough is one who has lived a number of years in Alaska. In southeastern Alaska it may mean one who has spent a year there, or, better still, one who knows the whistles of all the mail steamers, but does not know when they are due. This shows that he has lived there long enough to learn the whistles, and what is more to the point, long enough to have formed interests there which make him more or less indifferent to letters and news "from the outside."

The newcomer is a chechako (pronounced as though spelled chee claw ko). He it is, in southeastern Alaska, who always knows when a mail steamer is due, but never knows the whistles. He it is who parades his "pack of letters" whose size is in inverse ratio to the length of time he has lived there.

A chechako, a tourist making the trip down the Yukon last summer, learned the meaning of the common localism, "mush." While the boat lay at Tanana, this tourist, with some friends, was seeing the sights. Just below town they came to a rail fence along which were chained probably 40 sled dogs—huskies and malamutes. The dogs were all lying

"In the interior" he it was who, in the early days, broke up the freemasonry of life there. Of old no man locked his door. His cabin, bed, and stove always stood open to the traveler. It being miner's etiquette that all was his to use, though all must be left as he found it; dishes washed and kindling cut. The chechako occasionally failed in these requisites, and when he did he was soon given a stern lesson in good form along the frontier.

It is farcical to use the phrase "in the early days," in regard to Alaska. It makes one think of the twenties or at least the early sixties. In truth, the early days, as commonly used, means any time in the nineties, the days of Circle City and Fortymile, and of the Klondike rush.

Alaskans speak of friends as "in the States," who are in any part of the United States outside of Alaska. They "go below" when they go to Seattle. They "go outside" for the winter when they go "to the States," and they "go inside" when they return to the interior of Alaska. They "go down the river" to Dawson, Fairbanks, and St. Michael. They go "to the westward" when they go to Valdez or get out of here, or to a child "hurry up" or "run along," for "mush" serves the purpose.

A chechako, a tourist making the trip down the Yukon last summer, learned the meaning of the common localism, "mush." While the boat lay at Tanana, this tourist, with some friends, was seeing the sights. Just below town they came to a rail fence along which were chained probably 40 sled dogs—huskies and malamutes. The dogs were all lying

down, enjoying an afternoon's siesta, but our chechako selfishly did not wish to be deprived of her first good look at Alaska's sled dogs. Besides she wanted a picture of the dogs. Her camera in readiness, she called, "Get up, dogs! Get up, I tell you," but they slept on. Even "Come here, doggie, nice doggie," failed to arouse them. She tried to whistle to them but they did not hear. An old sourdough nearby suggested that she call "mush" or "sic 'em." Without hesitation she shouted "mush," "sic 'em" and with one accord the 40 dogs leaped into the air, barking and yelping, straining at their chains in their endeavor to obey. The chechako tourist laid delayed only long enough to emit a generous scream and betook herself toward the boat.

In driving a dog team, "mush" is the order to start. It is derived from the French form "marcher" meaning "march." It is also commonly used as meaning "to travel." A man "mushed it over the trail" if he walked—he is then a musher. One asks another, "How did you go from Fox to Fairbanks, by auto or the railroad?" "Neither one, I mushed it," may be the reply. No one but a chechako, or mayhap a purist, will say to a dog, "get out of here," or to a child "hurry up" or "run along," for "mush" serves the purpose.

So-Called Necessaries

Brockton, Mass., has a grievance. Came to New York the Duncan family, in the flowing ancient Greek costumes and no shoes, only sandals. Everybody heard about them and newspapers agree that the doing away with modern costume would be a saving to our pocketbooks, in shoe leather and the like. Brockton's prosperity rests largely on the shoe business, however, and Brockton finds the intimation that we should do better without shoes a most thriftless proposition. So the saving for some of us would be lost to some others; though the doing away with the present so-called "necessaries of life" would so adjust itself in the end that we should all have more chance for such luxuries as books and music and time to babble of green fields.

Spring, spring, beautiful spring,
Laden with glory and light you come;
With the leaf, the bloom and the
butterfly's wing,
Making our earth a fairy home.
—Eliza Cook.

FOR AN EX-PRESIDENT

"What to give him" is a caption in an exchange, which looks like a belated anti-Christmas screed. Reading one finds however that it is merely in anticipation of our ex-President's homecoming. Mr. Roosevelt must be the object of a presentation, it would seem, from his acclamatory countrymen.

The problem what to give to as well as what to do with our ex-President has never seemed so widely to concern the people as in the case of Mr. Roosevelt.

Indeed one may suspect it to be a matter not so much of fearing the Greeks even when they "bear gifts," but of fearing the ex-President even while one bears gifts to him. Is the return of an honest champion of the people from his wild-world wanderings, full of marvelous adventures and fresh for a foray into home affairs, thought to be an occasion for serious ranks of "undesirable citizens" of every class to unite in doing something for him that shall in hasty vernacular phrase "do for him" in another sense, silencing his guns? There was once a question, "What shall we do for Dewey?" and our doing undid Dewey as a popular hero. To lay the same snare for Mr. Roosevelt were, however, not to catch a wary master of African jungles. A warship paid for by penny contributions from the whole nation is the idea of the Indianapolis Star. This might also settle another vexed question, namely, how shall we address the former incumbent of the presidential chair? "Your warship" would set a fashion, spoken as the key to the padlock was handed him. This was no yacht of an effete plutocracy, but an appropriate type of Mr. Roosevelt's guardianship of the people. What would he do with it and what would his deed do for him? That is the question.

Meantime Columbia, like a dutiful Penelope—and duty has indeed been the burden of her song during Mr. Roosevelt's absence—keeps right on with her knitting and those who would woo her to new policies will find on the return of her wandering Ulysses that she is not so far forward in her task that he cannot pick up the dropped stitches. She and all her people will welcome him joyfully and look to his wisdom, enriched by months of meditation in wilderness solitudes, to afford counsel and encouragement to all who are wrestling with the mighty problem of our national destinies.

The manly part is to do with might and main what we can do.—Emerson.

"What Men Have Said About Women"

A QUAIN volume of "Choice Sentences," quoting "What Men Have Said About Women," was gathered by Henry Southgate, an Englishman, and is dated 1896. The ingenious classifications of the editor, as shown by the index, make, as it were, an epitome of what is to be thought and said of woman, her characteristics, admirable or otherwise, and the masculine verdicts on these.

For example, under J we find "Jealousy, Virulence of Her," Shakespeare being cited as supreme authority upon this important point. Linked with this, in instant and courtly anticipation of possible ladylike demerit (for the women accounted of here are gentlewomen of the old school) "Judiciousness, Her," is supported by Bishop Horne. "Kindness, Her," has four counts in the list of her virtues, and five "Perfect" women have been discovered in the records of the poet and essayist. "Then Maturity, Her Graces in," and "Maiden Charms of" are alike given due appreciation. She appears 16 times as a wife and only twice as a sweetheart in the index, showing that this is a volume of serious intentions. "Traveling One, The Fussiness of" is censured by Washington Irving, critical old bachelor that he was. "Masculine, Hateful when," again with Shakespeare as authority, is a warning which is made as striking as possible, though Petrarch is allowed immediately to tell of "Majesty, Her Winning." However, "winning" majesty is not alarmingly majestic. Randolph concedes "Love of Ornaments Natural to"; and "Love for, True, Grounded on Esteem" is twice insisted upon. Bulwer bears witness to "Love, Her Intense," and Knowles to "Love Paramount In." "Actions, Her Endearing," are celebrated by three poets, our own James Russell Lowell—who said the sweetest of all things about woman, because they ring so true—being the first speaker in the symposium, with

"Naught that sets one heart at ease And giveth happiness or peace Is low-esteemed in her eyes." Seven poets are found to proclaim her "A Ministering Angel," but "Angelic Nature, Her," celebrated by Dickens and Bulwer, is followed immediately, not to encourage her too far, by "Anger, Her Moods of," as Dryden and Shakespeare saw them. "Attributes of" are introduced by Yonge, with lines beginning "Faithful as dog, the lonely shepherd's pride," and perhaps the humble woman, grateful for a glance of recognition and modestly retiring from the presence of her husband when more important matters occupy him, is most salient in this composite picture, although fidelity (to man, be it noted) and true worth (chiefly as housekeeper) beam brightly from the canvas, too.

We have spoken too hastily; for with 60 citations in praise of woman's beauty, and 11 of her eyes, the surpassing loveliness of this creature of the poet's fancy must outshine all her other virtues. Even love has only 20 counts, and the next single attribute is sympathy, with seven, unless "Influence, Her, in Every Clime," "Influence, Her Purifying," etc., nine times scoring may be classed as an attribute. "Tears, Her All-Powerful," are so designated by Byron and Shakespeare (nobody ever said anything about woman which Shakespeare has not said better) and "Tears, Irresistible in," are closely associated with "Temper, Device to Cure the Bad," and "Temper, when soured in, most Distasteful" (Shakespeare is cited, of course).

Perhaps the prettiest tribute, however, in this volume which reads so quaint, though it is only of 44 years ago, is this by Shirley:

"She's a golden sentence, writ by our Maker, which angels may discourse of."

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THE SHEPHERD AND THE SHEEP

A MORE literal interpretation of the Bible everywhere hides from the reader its marvelous spiritual meanings. The Psalms are a special instance of this. Attributed for a long time entirely to David, they have been supposed to tell of the personal enemies that surrounded him in Saul's court and during his own reign. When read, however, as voicing the human struggle with the errors of personal consciousness they are at once luminous and are as a mirror exhibiting mortal man to himself, even as they also reveal to him the presence and power of divine Love.

That the enemies constantly referred to are not other human beings assailing the speaker with personal violence or intriguing against him is proved by example by the twenty-third Psalm. Here the sheep are the type of the soul faithful to God, following the divine inward guidance even through the shadow of death—that is, through the surrounding mortal conditions that seem so real. The enemies here, the wolves, are equally types not of external foes but of the inward errors of selfishness and greed and lust. The wolves lurk among the rocks in the midst of which the shepherd has found some rich bit of pasture for his flock. To prepare a table literally before one in the presence of enemies is not a figure of special beauty or significance, but to conceive of one turning to

God for light and spiritual sustenance even while he sees the wickedness of his own mortal mentality striving to carry him by storm or by insidious argument, this has not only moving beauty but a definite practical lesson for the learner.

A study of the actual conditions in shepherd life of the east as it may be seen today throws light on its use all through the Bible as a type of spiritual things, nowhere more completely illustrated than in the teachings of Jesus. We read, for example, of how the goats are separated from the sheep of the flock, noting the wilful and prankish disobedience of the former. They are seen, too, set on the left hand of the shepherd, with the sheep on the right, the hand of strongest defense, that holds the staff. Immemorial custom in a hundred ways explains the specific uses of familiar incidents of shepherd life to convey homely lessons to the folk of the Bible country. Not only the obedience of the sheep but their unity of action is significant. Their following is always orderly, not every one for himself, but the flock as a whole following along with due heed to the progress of all and each keeping its place. So they hold always together as they follow instead of scattering. The attempt of the wolves is always to scatter the sheep by panic, or otherwise, and then the protection of the shepherd avails little. If they all keep together, refusing to be scattered, the

shepherd can beat off the attack. But an even more beautiful lesson of this following is in the habit of the sheep when danger is near to look not at the danger but at the shepherd. Usually they browse along with noses to the grass, though the leaders among them turn watchful glances toward the shepherd. But let any signal or sound of danger occur and instantly every head is raised and all eyes gaze expectantly at the shepherd. This incuriousness as to the source of the danger, this prompt resort to the source of protection, is a beautiful illustration of the faithful ones who look quietly to God and not fearfully at the evil in times of stress. These are some of the lessons to be read between the lines of Jesus' teaching. Some one has pointed out how the

words of Jesus about the good shepherd are like an answer, period by period, to the twenty-third Psalm. The latter, in the voice of old Israel, is the expression of man's trust in Spirit; Jesus' beautiful words, beginning, "I am the good shepherd," and ending "There shall be one fold and one shepherd," come like an antiphon to the psalmist's song of faith. And we know, too, that the life which, as Jesus affirms, the good shepherd gives for the sheep means not only the human sacrifice that Jesus so promptly made, but has its deeper reference to the eternal Life, which is Love, and which God, who is Life and Love and the one Shepherd, has given to be the one only Life throughout His universe.

Going back to the story of Abel, we

If all men were so far tenants to the public that the superfluities of gain and expense were applied to the exigencies thereof it would put an end to taxes, leave never a beggar and make the greatest bank for national trade in Europe. . . . If the taxes we give are not to support Pride, I am sure there would be less if Pride were made a tax to the government. I have wondered that so many lawful and useful things are excised by laws, and Pride left to reign free over them and the public. But since people are more afraid of the laws of man than of God . . . I know not how magistrates can be excused in their suffering such excess with impunity. . . . 'Tis but reasonable that the punishment of Pride and excess should help to support the government since it must otherwise inevitably be ruined by them. . . . In short, let Pride pay and let excess be well excised; and if that will cure the people it will help to keep the kingdom.—William Penn.

find that he, too, was a shepherd. His offering of service to God was more acceptable than Cain's. Perhaps here was already the use of the shepherd as the type of faithful steward of divine things, dispensing the good gifts of Spirit to the hungry ones of earth, while Cain as tiller of the ground was perhaps a type of the man who is busy over selfish material getting and storing. The husbandman does not seem to have been high in favor with the pastoral Israel; they were for them perhaps a type of the less trusting thought. They reap and gather into barns; the shepherd folk use that which grows without their thought-taking and turn tomorrow to pastures new, certain that their need will be provided for by divine bounty.

To understand all the rich allegory of the Bible literature, then, we must see the various types used as the Israelites saw them. The idea that Cain's occupation was a sign of less spiritual life had changed in Jesus' day, for he uses the husbandman as the type of the divine creative government of God, when he says, "My Father is the husbandman," though he uses the neglected husbandman, too, a type of faithlessness. But the love of this people for the ancestral pastoral life is evident all the way through to Revelation, where the Lamb of God stands as the type of perfect purity in man.

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"First the blade, then the ear, then the full grain in the ear."

EDITORIAL

Boston, Mass., Saturday, March 5, 1910.

Senator Dolliver's Defection

SENATOR DOLLIVER of Iowa, one of the most attractive speakers in the upper chamber and through a long and honorable public career numbered among the most stalwart of western Republicans, has been gradually drifting from regularity toward insurgency since the triumph of the "Iowa idea" introduced Governor Cummins to him as a colleague. Mr. Dolliver's defection first became noticeable during the progress of the tariff discussion in the extra session of the present Congress. It became evident then that he was at variance with Senator Aldrich, and it developed later that even the cordial suasion of President Taft was insufficient to change his attitude toward the Payne bill. Nevertheless, the common presumption was that while he differed radically from the party chiefs on the tariff, he would be found supporting the administration in practically every other particular. His apparent indisposition of late to be counted among the openly hostile, or his seeming reluctance to join the insurgents in their open attacks upon the administration policies, has served to strengthen that impression. But Senator Dolliver in his speech on the postal savings bank bill on Thursday removed all doubt as to his political attitude. The occasion made for the attack upon a measure in which the President is known to take deep interest, and on the success of which the prestige of his administration is in a large degree dependent, and the nature of the attack itself, make it clear that it is no longer Senator Dolliver's wish to be classified as a Taft Republican.

The episode is one of unusual significance. Of far deeper importance than any effect the speech may have upon the final disposition of the postal savings bank bill is the bearing it will have upon the Taft administration during the next three years. This speech makes it possible to account for the disinclination of the party managers to press the Taft measures. It is hardly reasonable to suppose that Senator Dolliver's real sentiments have been successfully concealed from the majority leaders in either house, or that Senator Dolliver has embarked upon this new opposition without assurances of stronger insurgent support than has heretofore made itself manifest.

The Dolliver attack upon the postal savings bill contains little in the way of argument that is new. The points raised have all been gone over repeatedly. Friends of the administration have criticized certain features of the postal savings bank system as severely as foes. But in the history of the political insurgency of the period there has been an effort, in public, at least, to separate the executive from the White House measures to the extent of avoiding personal allusion and criticism. Senator Dolliver's speech was a departure from this rule. It not only assailed the financial views in the President's public address of last fall as untenable and unsound, but it became at times sarcastic, as, for instance, when it said that the administration of our government seemed to be falling into the hands of amateurs.

Such remarks tend to make difficulty in closing the breach between the senator and the President. Yet there is an undercurrent of belief in Washington favoring the theory that Senator Dolliver is laying plans looking rather to the overthrow of Senator Aldrich than to inflicting any injury upon the Taft regime. The basis is found in the Iowa senator's attack upon the bond issues, the bankers, and, more particularly, the central bank proposition. In other words, it is the opinion of many that his aim is to discredit in advance the report of the monetary commission of which Senator Aldrich is chairman.

In whatever light it may be viewed, however, the episode is striking and important, and likely to lead to important results.

IN THE great game of "give and take" Mr. Rockefeller is now about to avail himself of the privilege of doing the former on a very extensive scale. And no doubt he will find plenty that will "take," for wealth is a factor that fits in as a helping hand and a moving force to so many human endeavors.

SINCE the advent of the Young Turks the railroad situation in the Ottoman Empire has radically changed. Where the German Bagdad railway project monopolized the field for years, a number of plans have been submitted to the men of the new regime for railroads in European as in Asiatic Turkey and of them at least two are likely to be carried out. One is Sir William W. Willcocks' Bagdad-Damascus project which is closely bound up with the famous engineer's irrigation scheme in Mesopotamia; the other is the less known plan of building a railroad from Sivas, in central Anatolia, eastward to Lake Van on the Persian frontier and thence again westward to Bitlis and Diarbekir on the Tigris. With their natural prolongations and eventual juncture these two roads would practically take the place of the German Bagdad project, the trace of which runs midway between them, although the standpoint of the Young Turks is that the country needs all three.

Consul Masterson of Harput recently covered the entire distance of the projected northern railroad, some 800 miles, on horseback, in order to investigate conditions and resources between Sivas, Lake Van and the Tigris at Diarbekir. His interesting report speaks of very great possibilities, mineral and agricultural, and also points out the absence of really great physical obstacles. The district is destined to become a great wheat-exporting as well as an industrial center as soon as the construction of a railroad will open it up to modern enterprise. Once the frequent scene of Kurdish barbarism, it will become one of the most prosperous sections of western Asia through Armenian industry.

Armenia and Mesopotamia are very much in the public eye at the present time and it is realized that it is largely the want of rapid communications which makes the situation there so grave on account of conditions in Persia. Turkey recently strengthened the contingents of her sixth army corps on the Persian frontier in response, it is said, to a protest from Berlin against the passive attitude of the Porte concerning the alleged negotiations of British and Russian agents with Kurdish chiefs exercising control over the many tribes scattered over the Turco-Persian borderland in virtual independence of both Turkey and Persia. It is not exactly known what is going on along the Turco-Persian frontier, but it is a fact

that all trade is interrupted between Bagdad and Kermanshah and that Russia is as active in the north as England is in the south. Turkey is said to have regretted her somewhat brusque way of dealing with the German railroad projects and other interests in recent times and to be anxious to reconcile the German government. This is entirely credible seeing that Turkey is at outs with France over Tunis and with England over the Red sea and Persian gulf problems, with Russia over the occupation of northern Persia and with Austria over a recent protest against Turkish judiciary methods in Albania, with Greece over Crete and with Bulgaria over Macedonia. It is certain that Turkey was never more urgently in need of the support of a power that had no political interests in the country, and whose proposals, industrial or agricultural, could not have any other but an economic scope. American efforts toward the development of China should, it would seem, encounter better success in the Ottoman empire.

UNTIL matters have quieted just a little in the "City of Brotherly Love," perhaps it will be quite as well for persons not having urgent business there not to be "off for Philadelphia in the mornin'."

Boston's Automobile Shows

BOSTON'S interest in the automobile is second to that of no other city in the country. It was early manifested and has grown steadily and consistently year by year. One of the reasons is the good roads with which the surrounding territory abounds, inviting motoring excursions in every direction. Boston has invested liberally in automobiles and has done all possible to encourage the industry. The city has become famous for its automobile shows. Its exhibitions have annually increased in extent and attractiveness until they are now an eagerly anticipated feature, by both society people and the general public. The show that opens this evening in Mechanics building on Huntington avenue will, it is claimed, be bigger and better than any previously given. The city's largest show-place will be utilized and the variety, beauty and excellence of the machines displayed are expected to advance still further the already high standard of these exhibitions.

Chester I. Campbell, general manager of the Boston Automobile Dealers Association, to whom much of the credit is due for the success of preceding shows, has put a great deal of study into the decorative scheme of this exhibition, and feels confident that the results will prove a delight to exhibitors and visitors. Flowers and plants have been employed profusely, and Mechanics building bears the aspect of a great conservatory in consequence of the attempt that has been made to carry out the "Springtime" motif. The finely finished machines and the blossoms and greenery afford material for working out a very charming combination.

An independent automobile show is also to open this evening in the old Fine Arts Museum building. Both exhibitions will continue throughout the coming week, and will without doubt receive a generous patronage.

The manufacture of automobiles has made wonderful strides in the past few years, and nowhere has the progress been more rapid than in the United States. The total value of machines entering the world's markets in 1909 exceeded \$50,000,000, as against \$9,000,000 in 1902. Vehicles of American manufacture have each year entered into the supply in larger proportion. A government report shows that our exports made a gain of 450 per cent in the period from 1892 to 1898, while since 1896 our imports have fallen off. Shows like the one now opening go far to explain why Americans are buying fewer cars abroad.

THE plans being made for the reception of Former President Roosevelt by the various cities of Europe which he will visit is proof that his triumphal tour is going to add largely to the gaiety of nations.

PITY the poet as his case is set forth by S. Weir Mitchell in his preface to the seventh volume of poems he has recently published! In this preface the author says he has previously printed six small volumes of poetry with an average edition of 200 or 300 copies and with an average sale of about fifty copies. He frankly states: "The present collection is the only one I have not paid for outright, and it is a venture of my publishers that speaks well for their courage." It is quite evident that Mr. Mitchell's lines as a poet have not fallen in pleasant places. This is somewhat surprising in his case, too, for the reason that he is not an unknown name in literature. It has shone rather brightly because of his success as a prose writer. Several of his novels are reputed to have had good sales and their titles have not infrequently appeared among the "six best sellers." Certainly his "Hugh Wynne," published in 1900, enjoyed an unusual degree of popularity. It would seem as if the friends won for himself by his prose stories should have given his poetry a kind reception.

However, it is certain that although poetry, by which is meant the higher and more polite forms of poetic endeavor, may not sell, there is a demand for the lighter forms of "verse." Perhaps at the head of the latter class of writers may be placed James Whitcomb Riley, whose poetry, according to a statement published not long ago, and credited with being authentic, has brought him a money return of a half million dollars. There are in this country, today, a goodly number of verse writers whose incomes from that class of works are known to amount to several thousands of dollars a year. One posthumous volume of "verse" has had a legitimate sale of 40,000 copies.

No one can doubt that taken all in all this is a non-poetry-looking age, but to infer that a good poem would be allowed to go wholly unappreciated would be a wrong conclusion. Whether or not the public will read poetry, the poets will continue to write it for the reason that they must. It has been for other rewards than money that many of the world's priceless volumes have been produced. Chaff the impecunious poet as much as we please, the number of successful financiers, statesmen, warriors, merchants and men in every walk of life who would not gladly give their present achievements to be one of their country's loved poets is much smaller, no doubt, than surface appearances would indicate.

IF IT shall finally develop into a contest to see which can give away the greater number of millions of dollars, Mr. Rockefeller or Mr. Carnegie, the public will no doubt be in a frame of mind to encourage both contestants.

Honor to Roosevelt Abroad

EVERY honor accorded abroad to Theodore Roosevelt is a source of gratification to Americans. They are delighted, to use one of his favorite expressions, to see the ability of their former chief executive recognized. France and Germany will receive him with acclaim, and their acts of appreciation will be of greater significance when one considers the merit that calls them forth than could be possible in the case of many officials of the highest rank. Italy and other nations have manifested their pleasure at having Mr. Roosevelt visit their territory. England has granted him unusual privileges in his trip through Africa, and now the court of common council has voted to confer upon him the honorary freedom of the city of London in recognition of "the distinguished manner in which he filled the office of President of the United States and for the eminent service which he rendered to the cause of civilization and the promotion of amicable relations between foreign nations." The document will be presented to Mr. Roosevelt in a gold casket at Guildhall prior to a civic luncheon to which the most distinguished men of the nation have been invited to meet him. The reception committee has been charged to see that nothing is lacking to make the event memorable and "worthy of Mr. Roosevelt and his outstanding position in the world."

It is this "outstanding position" that makes Mr. Roosevelt's countrymen proud of him as their representative. The former President has made his mark in many lines of endeavor, each one of which might cause him to be regarded as prominent by different classes of admirers. But his achievements in all the fields into which he has entered—in literature, in law, in civil government, in war, in peace and reform movements, in outdoor life, to mention only a part—do certainly make him an "outstanding" figure when they are considered as a whole. America has honored Mr. Roosevelt and it rejoices to see him honored.

THE Nicaraguan revolution having failed, its leaders who, had they won would have become patriots, must now be classed as rebels. Nothing succeeds like success.

Postal Subvention and Subsidy Lobbying

IT APPEARS to be the purpose of friends to carry along the postal subvention bill offered by the administration to the point where it can be withdrawn, or pigeonholed, in a dignified manner. A resolution introduced in the House on Thursday by Representative Steenerson, Republican, of Minnesota, is very likely, however, to reawaken popular interest in this class of legislation, and it may be the means of bringing into prominence measures proposed for the upbuilding of the merchant marine, even of leading to the passage of one of them. This is not the result sought by Representative Steenerson. On the contrary, he charges that there is a ship subsidy lobby in active operation at the capital, and that it is attempting to intimidate those opposed to it; in connection wherewith the interesting circumstance has come to light that the existence of the subsidy lobby was made known through the activities of a powerful lobby organized to fight it.

It is easy to see how a thorough ventilation of the entire question of subvention and subsidy might lead to an agitation in behalf of American shipping that would make some kind of constructive legislation inevitable. Not infrequently in matters of this kind opposition has gone too far. In the present instance it would seem as if the foes of ship subsidy were unconsciously playing into the hands of its friends.

PERHAPS in casting about for some adequate use to make of our ex-Presidents it will hereafter be deemed expedient to employ them as expert agents of favorable publicity and advertising. They certainly can do much to keep the name of their country in a good light before the world.

IN refusing Attorney Shaw the right to appear as legal practitioner before the land office of the interior department, President Taft reverses for the time being his usually favorable attitude toward the "open door."

THE week's developments in business have been of a most encouraging character. In fact, the commercial vision at present presents nothing that could be interpreted as unfavorable, although some irregularity here and there has been noted. The reports of earnings submitted this week by large railroad and industrial corporations, the increase in dividends and the declaration of extra dividends tell a story of prosperity that cannot be refuted. The railroads with scarcely an exception continue to show increased earnings. The annual statement of the Pennsylvania railroad is a noteworthy example. The net income of the company last year exceeded by a million dollars the general expectation, the total net income having been something over thirty-five millions for the period, or a gain over the preceding year of approximately seven millions. The improvement shown in January of this year is correspondingly substantial. Increases in earnings of Union Pacific, Southern Pacific and some of the other leading roads as reported in their monthly statements are not so pronounced, but general traffic on all western lines is improving and the outlook is so encouraging that some of the more important systems are placing orders for millions of dollars worth of equipment in order to be ready for an expected increase in traffic with the coming spring and summer months.

A most gratifying report was that submitted this week by the American Woolen Company. The total sales for last year were reported at forty-eight million dollars, a gain over the previous year of about eighteen millions, and a substantial improvement over the year 1907, also one of the most prosperous years in the history of the company.

The iron and steel industry has been much encouraged the past week by the large volume of orders received from the railroad equipment companies. The Harriman lines alone are in the market for approximately six million dollars' worth of rolling stock. Orders for rails have not been so heavy. Orders placed for structural steel during February amounted to about one hundred thousand tons. A gratifying feature is that the steel mills are reporting an increase in the number of small contracts, indicating that the improvement in general business is widespread.

The Business Situation

American Poets and Poetry

Anatolian Railroads

BOSTON, MASS., SATURDAY, MARCH 5, 1910.



Boston's Annual Automobile Show Bigger and Better Than Ever Opens Tonight in Beautifully Decorated Halls

Promptly at 8 p. m. this evening the doors of Mechanics building will swing open to admit the impatient public to the eighth annual automobile show of the Boston Automobile Dealers Association. This year the show is promised to be far ahead of anything ever held here and the continued success of the affair shows that the limit has yet to be reached.

It is Manager Campbell's idea to present this season an effect in the way of decorations that will never be forgotten by those beholding the fairy-like interior of the hall. The keynote of the trimmings is "Springtime" in all its natural grandeur, and Mr. Campbell is confident that the appearance is as far from the expectations of the patrons of the exhibit as can well be imagined. All of

the spaces are divided off with flowers and hedges instead of the dull wooden railings usually used and the entire effect will surpass anything of its kind ever seen in Boston.

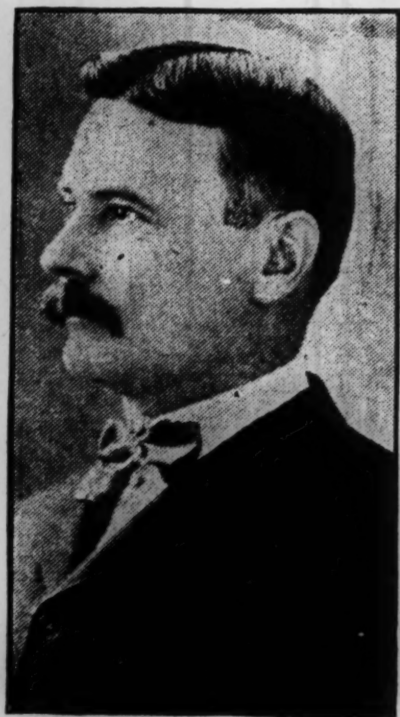
Conservatories have had for several months five acres of high class plants, vines and shrubs under cultivation in greenhouses for this special occasion, and the rare sight of so many beautiful products of spring carries a delightful sense of the country and that season to the minds of those who witness the affair. Hybrid lilacs in bud and full bloom nearly five feet high are the main divisions. The dainty little white blossom of the Spirea Van Houttei, with its clean foliage, is an attractive hedge, and the general effect is magnificent. The stage picture presents an appearance almost too extravagant to be real. The beautifully painted landscape nearly 100 feet long and 25 feet high, bordered by heavy draperies and made more natural by real flowers and hedges, makes an appearance that does great credit to the ability of Mr. Campbell as manager of the show. A typical open country scene is paneled the entire distance around the walls, not only presenting a pretty landscape view but having the effect of making the hall look wider. A colonnade constructed over the entire balcony completely changes the familiar appearance of the place, and the orchestra is found hidden on an elevated bandstand above the left center balcony.

A most spectacular effect is produced when the central and overhead lights are thrown on, and the garland of electric lights under the balcony front throw their penetrating rays upon the sign background, which is of purplish green with white lettering to correspond with the general color scheme.

A whole apple orchard has been set up in Exhibition hall, which offers an example of what constructive ability, backed by a vivid imagination, will accomplish in a few days.

The large number of posts in this hall are covered completely with bark slabs, while the floor covering is of heavy material to represent mahogany, and the gray-green rugs in every department help the idea along greatly.

The basement presents a beautiful



J. H. McALMAN.
President B. A. D. A.

appearance this year, and high paneled bases surround the columns, mounted with tapestry finished material from which angular arches run, fringed with electric lights.

The exterior of the restaurant space presents the appearance of an old vine-clad brick inn, and it is faced with open sash its entire length. Comfort and practicability as well as decorative detail are everywhere manifest on the interior, and the general appearance is one that recalls the old fashioned home-like inns that, once so numerous, are now almost entirely eliminated in the importance of the new and up-to-date hotels of today.

One of the many features will be the great number of exhibition cars. In fact more cars will be used for this purpose than are exhibited in most of

the shows throughout the country. The "Curb" exhibit will number no less than 181 cars, that number being declared by the different manufacturers, and it will be no small matter to find stands for this unusually large number.

As usual Wednesday will be "society day" and Thursday will be motor cycle day. Among the interesting exhibits will be that of the Ajax Grieb Rubber Company, who will manufacture every afternoon and evening a complete rubber tire, showing the entire process.

The management this year has also provided plenty of music, each department having its own orchestra with afternoon and evening concerts.

Reports are being received from people all over New England of their intention to visit the show, many of the out of town agents making up "personally conducted" trips with their friends and customers.

An announcement that will be pleasantly received by all those who remembered the fine singing of Miss Louise Arnold Kenyon last year is that she will again sing every afternoon and evening in Grand hall.

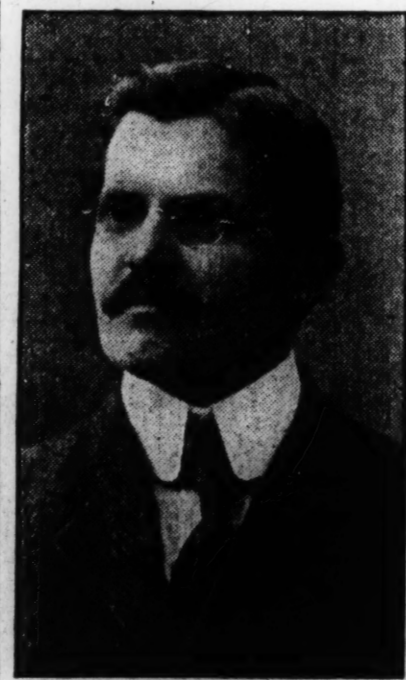
That the show will be one to be remembered is the prediction of all those who have seen the preparations and drawings of the decorations, while the list of the exhibitors includes practically every recognized automobile, motor cycle and accessory manufactured in this country as well as most of the foreign makers.

In the eight years that the Boston Automobile Dealers Association has been formed, it has seen nothing but success from season to season, and as the demand for space has increased, so has the ability of Chester I. Campbell as the manager of the affair, and he has always succeeded well in the decorative schemes and other work that he has been called upon to perform for the benefit of the association.

In the winter of 1902 the automobilists of Boston began to plan for a show of their own, conducted by them and for them. It seemed at first that this could be accomplished with clubmen, owners and dealers if they would

act together. However when it came out that the Massachusetts Automobile Club members felt that such a show ought to be held entirely by the club, it was seen that such an arrangement would not be successful. The club committee organized what was known as the New England Automobile Association and in the name of that association obtained an option on the main hall of Mechanics building for the same week in February of 1903 as that for which the secondary hall had been given over to the New England Kennel Club for its annual dog show.

This forestalled the dealers, and several of them quietly withdrew and formed the Boston Automobile Dealers Association. They secured Symphony hall for their show for the week of March 16-21 and ever since then, their annual show has been in March. They succeeded in getting a large number of dealers to hold off from exhibiting until their show took place and although there were only about eight booths and a dozen companies represented the whole affair was a success. The club show that year was at a disadvantage from having nothing more substantial than enthusiasm to fall back upon, and the affair was turned into an exhibition of the marvelous ease and delicacy with which automo-



CHESTER I. CAMPBELL.
General Manager B. A. D. A.

biles could be handled. They performed many stunts with the motors on a highly polished floor, such as making a figure eight and other difficult tricks, and when it was over the managers found that it had not been a financial success, and had served to advertise the dealers' association show.

When the show opened in March it had only a handful of cars, but they were arranged in luxuriously carpeted spaces with the usual good taste that has distinguished the work of Mr. Campbell. The pretty decorated spaces harmonized perfectly with the most up-to-date exhibition theories of that day. The affair was a great success from the standpoint of sales and popularity, while as for gate receipts, it proved the money of a show franchise so completely that it was only by a narrow margin that they failed to start a split in the ranks of the dealers, because a few and not all of the members of the association profited from the control of the exhibition hall.

The next year the show was even a greater success than the preceding one, and the gate receipts alone amounted to several thousand dollars. After this show the dealers' association began to realize that they could not use Symphony hall another year on account of the increased demand for space and so they secured, nearly a year in advance, the option on Mechanics building for the following year, 1905.

Every year the patrons of the show have seen some new ideas expressed either in decorating or arrangement of the cars, and it soon became an established fact all over New England that the Boston show was a very up-to-date affair. With its rising fame, Mr. Campbell saw that new ideas were needed for the shows of the future, and he took long trips half way around the world visiting other shows and obtaining material with which to organize decorative schemes and other ideas to improve the appearance of the show. The continued success of the exhibition each year shows how well he carried out his purpose.

Throughout 1905 rival dealers obtained the use of Symphony hall and set up a show of their own, but it never equaled the greatness of the dealers' association exhibit, as the large percentage of the owners desired to wait for that show before exhibiting or buying. In the show week of 1906 Symphony hall was used for the overflow of the dealers association cars, the largest number of them being imported makes. When it was seen that even Mechanics building was too small for the show, they secured Horticultural hall for an exhibition of power

boats. This program was carried out each year except in 1906, when the power boats were exhibited in the basement of Mechanics building.

When 1907 came, the demand was even greater than before, and the management had to use Horticultural hall for a miscellaneous collection, including automobiles, motor boats and accessories, in order to accommodate the dealers. It was found that a rather un-



J. S. HATHAWAY.
Vice-President B. A. D. A.

satisfactory condition prevailed when two buildings were used, for the large part of the public always went to the large building, and in comparison the people who visited the overflow was but a handful. Partly on this account and partly because the motor boat and marine engine manufacturers, who had previously joined the dealers association for show purposes, decided that the time had come when they could support a show of themselves, the motor boats were separated from the automobiles.

In the year 1908 there were many other shows because of dissatisfaction in regard to space, the largest of which

(Continued on Page Eight.)

INDEPENDENT AUTO SHOW OPENS IN OLD MUSEUM BUILDING

Twenty Companies Are Expected to Be Represented With Cars—Separate Room for Each Exhibit.

OPEN FOR A WEEK

The old Art Museum building in Copley square has been the scene of many interesting exhibitions since the new Art Museum has been completed, and tonight at 7:30 o'clock it opens its doors once more, this time for a week's exhibition of motor cars. This affair is called the Independent Automobile Show, and will be open from 10:30 a. m. to 10:30 p. m. daily until March 12.

The exhibition will occupy the first two floors of the building, and Mr. Webber has arranged each car in a separate space divided by the regular arches that are so numerous there.

Teel's band will furnish music throughout the afternoon and evening of each day that the show is open, and patrons will find the usual number of "booths" scattered throughout the building where a luncheon and other appropriate things that go with such exhibitions can be purchased.

Considering the short time that Messrs. Webber and Brown, the managers, have had in which to make the arrangements for the affair, they have accomplished much. It is expected that the number of companies represented will be about 20.

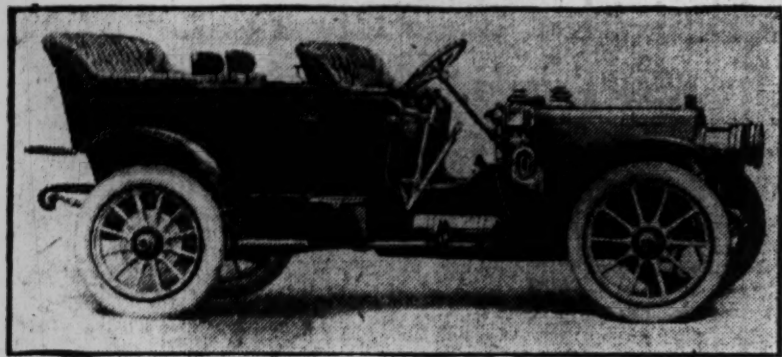
NORRISTOWN ENDURANCE RUN.

W. A. Magee, chairman of the contest committee of the Norristown Automobile Club, and G. Altemus; Milton Bodey, O. F. Lenhart and D. F. Patterson, the other members of the committee, will leave Norristown on April 12 to lay out the route for the club's two-day endurance contest in May. The pathfinders will have two cars in which to make the trip and follow very much the same schedule that will be made for the contestants.





The American Simplex "30"-"50"



NEW YORK AUTOMOBILE TRADE MEN BOOMING ASSOCIATION

NEW YORK—The New York Automobile Trade Association is engaged in an active campaign to enlarge and improve the organization. At a meeting of the board of directors held recently eight new members were elected. A vigorous movement has been started commensurate with the number of concerns in New York city handling automobiles and supplies and operating garages. About 200 concerns are being urged to join and share in the benefits derived from an affiliation with this association. Forty or fifty more, it is expected, will become members during the next few weeks.

The association's credit department will be enlarged and perfected, this feature alone being worth several times the amount of the annual dues, according to the directors. Broader plans are also on foot for augmenting and making more

effective the scope of standardization of the garage division. A special committee has this part of the work in charge, and plans are now under way to standardize garage charges not only as to the storage of cars, but also as to the prices on gasoline, oil and other supplies.

An auxiliary committee will be established for the purpose of correcting nuisances and to work with the city authorities to rectify irregularities and encourage legislation on questions of interest to the automobile fraternity as a whole. Clean contests will be encouraged and promoted, a special committee having in charge the task of fostering runs and tours.

The rapid advance in aeronautics, both here and abroad, has influenced the association to turn its attention seriously to this new form of locomotion.

AUTO ACCESSORIES AN IMPORTANT PART OF ANNUAL SHOW

Large Display at Exhibit in Mechanics Building Is an Example of Great Progress Motor Cars Have Made.

NEW DEVICES SEEN

A large amount of space at the Boston automobile show has always been given over to sundries, and this year the display of accessories eclipses anything ever before seen here and manufacturers from all over the country as well as many foreign makers are represented in the mammoth display. They show the great progress of the motor cars in the last few years, and exhibit will be an interesting study to the automobile owner, but more especially to the man of mechanical and inventive genius. The versatility of design is not wanting and the queer and ingenious contraptions to attach to motor cars will interest and amuse the thousands of visitors.

Many improvements are found in tires. In electrical apparatus the thousands of electrical experts in this and other countries are working day and night in the great competition, and their work will show hundreds of innovations in this line. The makers of lamps are at all times on the alert with their product, and the many auto owners looking for lights for their cars will be able to find anything on these tables at all prices.



ONE OF THE TROPHIES EXHIBITED.



ROUND THE WORLD AUTO PRIZE. Won by Thomas car.

PROPOSED TOURS FINDING FAVOR

Mrs. Cuneo, Who Has Taken Part in Many Competitive Events, Believes New Idea Better.

The plan of the Touring Club of America to organize a series of six eastern tours during the spring and summer seasons has found a warm exponent in Mrs. J. N. Cuneo, probably the best-known woman motorist and tourist in this country. Mrs. Cuneo, who has been a conspicuous figure in several Glidden touring events, has many excellent ideas from a woman's viewpoint on the manner in which such events ought to be conducted.

"The trouble with competitive events such as the Glidden tour," said Mrs. Cuneo, "is that participants become so engrossed with the effort to maintain perfect scores that they lose all touring enjoyment. Their thoughts are centered on arriving at a given point at a given minute, no sooner or no later, and they are in dread every moment lest a punctured tire or some other mishap cause them to fall behind. They are required to arise at uncomfortably early hours, to stand in line waiting for breakfast room doors to open and then to hurry their morning meal, so as not to cause an instant's delay at the starting line."

"It is absolutely impossible to enjoy the scenery in a competitive tour. As a matter of fact, few participants have a knowledge of the names of the towns they pass through. This was illustrated in my own case. At the recent automobile show in Madison Square Garden I was introduced to several persons who informed me that they had recognized me from seeing me pass through their town on the last Glidden tour. I inquired the name of the town and, though they took it for granted that I must have remembered it, I will confess that I did not remember ever to have heard the name before. This, I think, is a good illustration of how little so-called tourists in trophy contests really know of the routes they travel."

"On the other hand," continued Mrs. Cuneo, "the tours on the lines first proposed by J. T. Rainier and now planned by the Touring Club of America would be thoroughly enjoyable events. To lay out routes, prepare data of road conditions, arrange for hotel accommodations and to prepare in advance a schedule of costs and then to say to participants, 'This is your tour, go ahead on your own time schedules, stop when and where you want to, but rendezvous at this or that point if convenient,' would be an ideal manner of organizing popular touring events."

"I will strongly recommend that so far as possible routes be selected by the Touring Club that already have not become well-known. I think that every American harbors a spirit of exploration and new roads, unless they are bad ones, have a particular charm to seasoned tourists. For example, my tour from New York to Atlanta, Ga., in a Rainier car was the pleasantest in my experience because the roads and the country were a novelty and the excellence of many of the highways a delightful surprise."

"Seventy miles of turnpike in Guilford county, S. C., was the best stretch of the distance I have ever driven a car over. If a hint be permitted, I think the Touring Club could not do better than begin its series of popular automobile outings with a run to some of the many interesting points in the South. I would like to make the further hint, though it probably already has occurred to the Touring Club officials, that the participants in each of the six tours be accompanied by a motor truck to carry the baggage of the tourists."

NINE NATIONS AGREE TO UNIFORM TOURING MOTOR REGULATIONS

International Road Certificate All That Is Necessary to Enable the Traveler to Use a Car Freely.

AMERICA LEFT OUT

The United States possessing varied automobile laws and regulations, was unable to take an active part in the international parliament held in Paris recently for the purpose of unifying regulations governing auto traffic throughout the world. This inability created considerable comment, says the Paris correspondent of the Automobile.

The net outcome of the meeting is that nine nations—France, Germany, Italy, Belgium, Bulgaria, Roumania, Montenegro, Serbia and the Principality of Monaco—have signed an agreement which will materially simplify international automobile touring.

In order that a car of any one of these nations may be allowed to enter free and without formality into any of the nine countries, all that is necessary is that it shall obtain an international road certificate from its home authorities.

The certificate, which is good for one year from date of issue, is issued for both car and driver on the fulfillment of certain requirements. The machine must be up to a certain standard, which is practically that of the Service des Mines in France, the points of which are safety from fire and explosion, effective steering, two independent sets of brakes and simplicity of control.

The driver must not be less than 18 years of age, and must give proof of his ability to handle a car in a safe manner to the satisfaction of the examining authorities.

With driver and car up to standard, the automobilist may go forth into any or all of these nine countries without any other driving license or the necessity for any other registration number than that issued by his own country.

The move is an important one, and will be specially appreciated by those visiting France, Germany, Belgium and Italy, which are the most extensively toured countries in Europe.

It will be noted that England, in addition to America, has failed to join the international group. English regulations are very similar to those of America: any car can be put on the road providing taxation is paid, and any man can have a driving license on making application for it and paying the necessary fee.

To come into line with the others it would have been necessary to institute an examination of cars, with a special registration other than that for taxation purposes, and further it would have been necessary to establish an examination for drivers with an accompanying registration, as is now done in France, Germany and other countries.

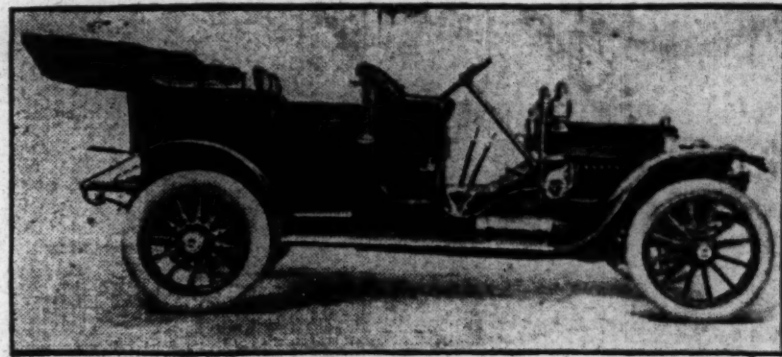
The English delegates, evidently, could not guarantee that their government would do this, and were consequently unable to sign. There is a possibility of Great Britain coming into line at a later date. In fact, it approaches a certainty.

A proposal was brought before the congress that a universal rule of the road should be adopted, but this plan was not accepted.

A loud sounding horn was agreed upon as the proper signal to be used by an automobile, with mechanical hooters allowed in the open country. At nightfall every automobile must carry two lights in front and one at the rear.

It is certain that this first conference will not be the last. The high standing of the delegates sent by the respective governments is an indication of the importance attached to the proceedings. The

Four-Cylinder 40-H.P. Alco



GEAR AND PINION FAILURES SEEN TO BE FROM MANY CAUSES

It is not the purpose of this paper to go into the subject exhaustively, but merely to bring to your attention some of the points and facts which have come under my observation, said George William Sargent in a paper read at the semi-annual meeting of the Society of Automobile Engineers, New York city. If by so doing a discussion and investigation into the causes of gear and pinion failures can be started, more exhaustive developments are sure to follow, and this effort will have some merit.

Failures in general may be traced to one or more causes:

First—Improper design.

Second—Selection of material not suited to the purpose.

Third—Improperly manufactured material.

Fourth—Improper treatment of material.

Fifth—Conditions arising in service.

In this paper improper design only will be considered.

Actual faulty design is not a rarity. The matters of gear design and strength



NO. 1. The picture shown herewith illustrates this point. No. 1 shows the proper form of wide, strong gear teeth and No. 2 the improper kind of teeth.

do not seem to rest upon the same safe mathematical basis as girders, beams, columns, etc., such as are used in bridge and structural engineering.

In automobiles, all transmission gears are subjected to a heat treatment and most spur gears are made of the hardened and tempered types of steel. In these latter the undercut produces an effect similar to a groove or notch; for in the hardened and tempered piece it produces a temper line at the groove or

desire not only among automobilists but in official circles is to make automobile laws uniform throughout Europe, so that international touring may be as free from formalities as travel in the native land.

MUST DISCARD GRAVEL SURFACE.

Mayor Appleby of Asbury Park believes the great and constant increase in automobile traffic makes it necessary for cities and towns to discard gravel surfaced roads and adopt pavements of asphalt, brick or wooden blocks. In an address to the city fathers of Asbury Park Mayor Appleby recommended that the council ask the Legislature to distribute the funds received from motor vehicle registrations direct to the municipalities of the state, the money to be apportioned according to the mileage of improved roads in the various municipalities.

notch and this temper line may develop into a plane of weakness. In pinions this undercut condition is more likely to occur, for here the number of teeth are fewer, consequently the difficulty of forming the tooth without an undercut is increased. A 13-toothed pinion will show more severe undercutting than a 15 or 17-toothed pinion; and in designing pinions and gears this fact should be borne in mind, especially since the work which the pinion has to do is frequently the most severe of any part of the transmission.

Again where the width of the tooth of the bevel pinion and gear at the addendum-circle is greater than at the root-circle, the effect of heat treatment is to make the overhanging end or ends harder and more brittle than the rest of the tooth; so that any extraordinary severe stress or shock is bound to cause a break at the overhanging part.

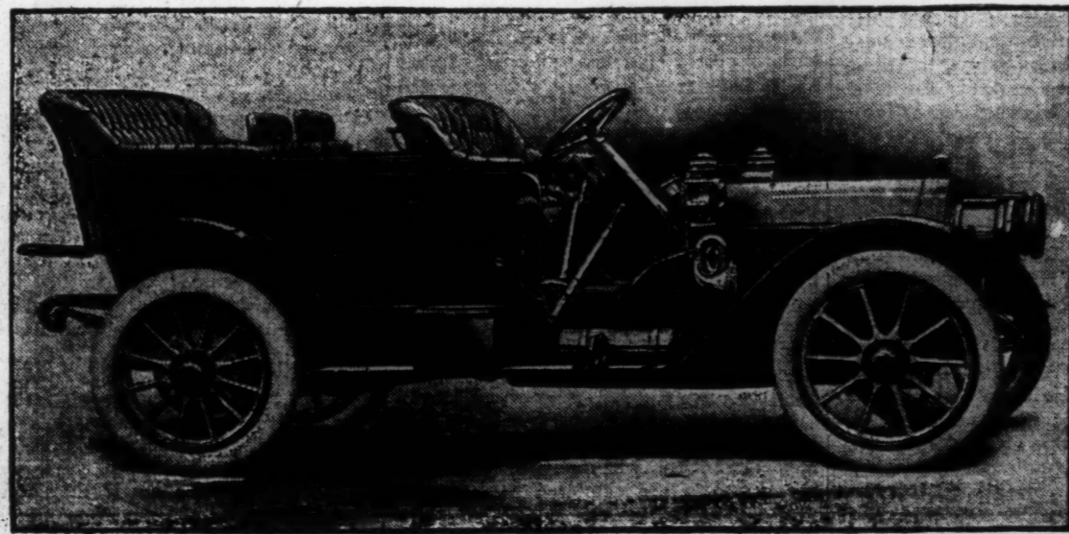
Generally speaking, all gears which are to be heat treated should be so designed as to lend themselves to the conditions accompanying or resulting from such treatment; for instance, the sections of the various parts of the gear should be, in so far as it is possible, of uniform dimensions, so that in heating, no one part will heat faster than another, thus warping the gear. Likewise a quenching uniformity of dimensions prevents unequal cooling and hence warpage or distortion.

When it is recalled that at 700 degrees Centigrade a steel with 80,000 pounds tensile strength at the normal temperature possesses but 1000 pounds and an elastic limit likely less than one half this amount, it will be seen that three degrees difference in temperature is sufficient to produce a permanent change in the piece, and a design, therefore, which permits one part of the piece to heat or cool more rapidly than another is to be avoided as much as possible if distortion or warpage is to be reduced to a minimum. In the nature of things, this distortion of a heat-treated piece of steel cannot be eliminated, but it can be brought to the least possible amount, and should be, since warped gears are noisy and likely to break. When one recalls that hardened steel has little or no ability to flow when strained beyond its elastic limit, the necessity for a correctly proportioned gear is more appreciated.

Furthermore, sharp corners or edges and sharp reentrant angles should be avoided in any heat-treated piece of steel, since such design is not only naturally a weak one but also prone to have developed, through the weakness, temper lines which may readily become planes of weakness.

Having now called attention to some of the points involved in gear design from a metallurgical point of view—and this should be noted for there is no pretension to pose as an expert in gear design—the consideration of the remaining causes of gear failures referred to in the first part of this paper will be made at a later time, for each in itself involves so many points that it would seem best not to attempt to cover them all.

GUARANTEED WITHOUT LIMIT AS LONG AS IT IS THE PROPERTY OF THE ORIGINAL PURCHASER



THE VALVELESS "AMERICAN SIMPLEX" equipped with Top, Glass Front, Slip Covers, Gas Lamps, Oil Lamps, Prestolite Tank, Speedometer, Trunk Rack, Robe Rail, Tire Carriers, Horn, High Tension Bosch Magneto, Storage Battery and Tools \$4250

EVERY "American Simplex"

Carries this broad guarantee and also includes the Registration Fee

Only 9 moving parts in the Motor

American Simplex Company

261 Dartmouth St.

BOSTON

Balcony Spaces 426-427.



The Car With the Trouble Left Out

Model 38--25 H. P. INCLUDING FULL LAMP EQUIPMENT AND MAGNETO

You will see here the car which has captured the country—the most interesting car at the Show.

Two years ago almost nobody knew of this masterpiece of mechanism. Today our orders for this season's delivery amount to \$24,000,000.

Four factories, employing 4,000 men, are putting out 125 Overlands daily to meet the demands for immediate delivery—now, in midwinter, with the snow on the ground.

All this has resulted from thousands of buyers telling thousands of others to order an Overland car.

You will see here the only real automobile sold for \$1,000—a 25-horsepower car, with a 102-inch wheel base.

You will see here a 40-horsepower car, with a 112-inch wheel base, for \$1,250. And the prices include five lamps and magneto.

You will be amazed to see what the Overland gives for the money. We have cut our costs 20 per cent in the past year alone, through multiplied output and labor-saving machinery.

You will see a car of matchless simplicity. A car which a child can master. A car which a novice can drive a thousand miles and back without any trouble whatever.

You will see the pedal control. Push a pedal forward to go ahead and backward to reverse. Push another pedal forward to get on high speed. It is as simple as walking.

You will see a car so trouble-proof that many an owner has driven it thousands of miles without even cleaning a spark plug.

The Overland is the season's sensation. Around it is centered a pretty large share of the automobile demand of the country.

In the face of fierce rivalry—by the sheer force of merit—it has attained, in two years, the topmost place in motordom.

The most interesting sight at the Show—both to dealers and users—will be this car that became the king.

Overland Motor Co. — OF — BOSTON
161 COLUMBUS AVENUE



LEFT SIDE CONTROL IS URGED STRONGLY FOR ALL MACHINES

Right Hand System, Adopted From Foreign Cars, Held Unsuitable for Road Customs of America.

INSTANCES QUOTED

Periodically for several years we have made mention of the advantages of left side control and feel that the time of the shows is opportune to again bring up this question, says the Cycle and Automobile Trade Journal.

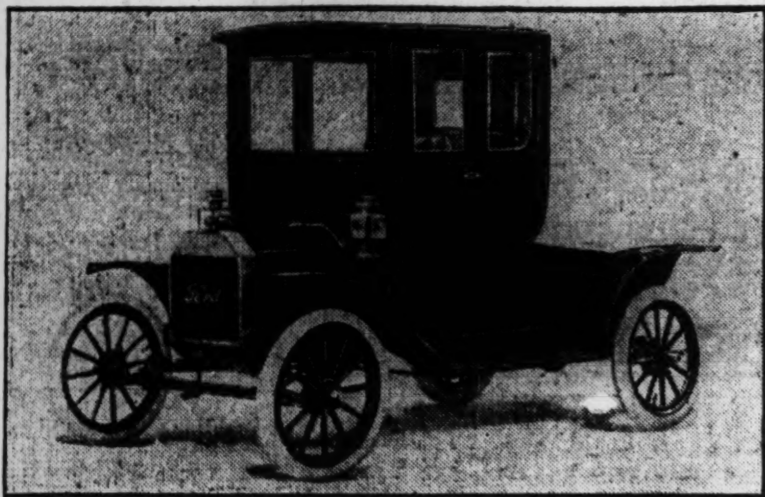
Right hand control was largely adopted in the first place because it was on the foreign cars; these, however, were used under conditions exactly the reverse of those in our own country. Where the law requires vehicles to pass to the right when meeting, and to the left of the vehicle ahead when going in the same direction, most of the arguments are in favor of the left side control, and as these are the conditions which do exist in this country, it seems time the car makers realized these facts and modify their vehicles accordingly.

In most cities the law requires all vehicles to keep to the right and draw up to the curb on the right side of the street, so that the right side of the car is next to the curbing. With right side control the entrance to the machine is almost entirely blocked, making it necessary to turn the machine around before coming to the curb, or else to dismount and enter the car from the street side, which is very inconvenient when the streets are slushy and deep with mud; such an arrangement can hardly be termed up-to-date.

The greatest likelihood of collision is in passing vehicles going in an opposite direction. Under these circumstances the left side control is best, as it allows the operator to note clearly the amount by which he is clearing the hubs of the approaching car. In passing vehicles going in the same direction, it is argued he cannot so accurately judge his clearance, but, as mentioned, the possibility of striking is much less under these circumstances than before, and in addition, it is possible for the driver to look around the vehicle ahead and see whether the road is clear or if some other vehicle is approaching on that side, before attempting to pass.

A feature of left-side control which has been criticized is the fact that as usually arranged the gear shaft and brake lever are at the left of the car on the outside and must be operated by the left hand, and as most people are more expert with the right hand this has been urged as an objection. Practically speaking, this makes very little difference, as can be soon ascertained by talking with those who are using machines with left-side control.

New 1910 Ford Limousine



CAUSES OF FAULTY IGNITION SOMETIMES HARD TO LOCATE

Misfiring May Result From a Number of Things Which Are Apt to Be Overlooked Because Insignificant, Asserts Writer in the Automobile.

Among the little things which occur with more or less frequency to vex the driver of the automobile, there are none more troublesome than misfiring, writes Stillman Taylor in the Automobile. Misfiring, or the failure of some part of the ignition system to perform its regular functions, may be caused by a number of things, many of which are likely to be overlooked owing to their apparent insignificance.

When misfiring occurs, the autoist very naturally concludes that the fault lies in the ignition system, and as this is the most complicated and delicate part of the whole car, the supposition is often correct. Yet it often happens that the carbureting apparatus is the real offender, and if the complete electrical plant has been systematically examined throughout and the trouble still exists, it is reasonable to presume that the trouble is in the fuel supply system.

Among the causes which contribute to misfiring may be mentioned ignition troubles, such as short-circuit in wires, exhausted battery, pitted or improperly adjusted vibrators of the coil, sooty or cracked plugs, loose connections, or switch, dirty timer or commutator, punctured condenser, moisture in coil, wet wires or cables, water on distributing plate, dirt on contacts in distributor or wear there, or dirt or wear in timer.

Either a partial or a considerable leakage of the electrical current may be due to worn or frayed insulation, and the bare wire may possibly come in contact with some metal part, and so form the short-circuit to the ground. This may or may not prove a constant short-circuit, as it sometimes happens that the

vibration of the car will cause the bare wire to shift about, and the "short" will occur only now and then, as the wire brushes against the metal at intervals. Trouble of this kind is generally due to poor and old-time connections, and will but seldom occur with modern terminals. Perhaps the easiest and best way of correcting this trouble is to wrap a little tape around both the ends of the damaged cable and its binding post, which will keep the loose ends together and at the same time make certain of a good contact at the post.

Failures of the spark plugs due to defects in material and manufacture are not so common nowadays as in the past, but modern plugs are by no means immune from trouble. It is well to test the plugs in the event that trouble is suspected. To do this it should be first ascertained which of the cylinders is misfiring by holding down all the vibrators but the one to be tested. This is inconvenient without assistance, but the vibrators may be cut out of action by simply inserting a bit of stout paper between the platinum contacts.

When the missing cylinder is found, unscrew and examine its plug, and if the points are clean and everything looks all right, connect up the high tension wire, lay the plug on the cylinder, and turn the motor over until the proper contact is made. In case no spark is forthcoming and the plug is clean and to all appearances in good condition, it is very probable that the porcelain has developed a crack sufficient to form a leak and cause a troublesome and elusive "short."

The reader should remember that this method of testing a plug is not infallible, since a minute crack in the insulation (not always visible to the eye) may not interfere with the production of a good spark in the air, but will cause leakage and so make a weak spark, or none at all, when called upon to overcome the greater resistance of the compressed gas.

AUTO NOTES

Good roads is a question five times as important to the American nation as the tariff question, for the tariff affects approximately one fifth of the products we consume, whereas all the products are subjected to the tax of bad roads.—Ford Times.

"In a space of time, not much over two years," said Charles W. Oathout, eastern sales manager of the Jackson Automobile Company of Jackson, Mich., "the taxicab has practically put the old horse cabs out of business, and although a few of the latter still are to be found, it is only a question of time when they will disappear entirely. The first taxicabs were introduced into New York in October, 1906, and they met the public requirements so well that at the present time there are about 2500 in use. One company alone has 500 in daily employment and another 350. Besides these two, there are a dozen smaller companies and a good many individuals running one or two cabs apiece or 'hacking.'"

VIEWS MOTOR TRUCK AS LABOR SAVER FOR BIG MANUFACTURER

Few Purchasers Look Upon Vehicle in This Light, However, Declares an Expert, D. C. Fenner.

MORE STUDY NEEDED

Manufacturers are slow to accept the motor truck in its proper sphere of usefulness, says D. C. Fenner of the Knox Automobile Company, in American Industries. It is essentially a labor-saving device. How many consider it so? They are always ready and eager to invest in any type of machine or method of business that will reduce the labor cost on a given operation. There are not many, however, who are investing in motor trucks for this reason.

Hundreds of motor vehicles are being purchased to enable their prospective owners to reduce the time of their deliveries in certain districts, by others in order that they may extend their trade over a larger territory, still others wish to make themselves independent of express and transportation companies, or to advertise their business. How many invest with the distinct purpose of reducing their direct labor cost?

And yet it is along this line that results are obtained—results that return the increased investment in a comparatively short time and justify the adoption of motor vehicles to the exclusion of the horse, the only condition under which the maximum results are obtainable.

Before purchasing motor vehicles the manufacturer should study the conditions of his business as they affect the movement of his product from point to point and finally to the consumer. He should determine the labor cost of moving his goods by the present methods. If he goes carefully into this subject, even though he may never have given it serious consideration before, he is sure to discover that there are limitations seriously affecting the efficiency of the labor employed. One should first remove these restrictions and lay out a schedule for his trucks that will keep each one moving, loaded, a maximum portion of the working day. If necessary, let him reorganize his methods of loading, unloading, receipts, collections, or whatever it is that hinders his drivers in their work; lay aside any consideration of his present method or equipment and plan a schedule of work for his transportation department that will bring out the maximum efficiency of each driver.

Manufacturers will very soon realize that they must of necessity employ motor vehicles, and it becomes a question of the size and motive power for their different classes of work. If one does not feel competent to decide these questions, let him submit his schedule to a motor vehicle expert and let him advise. After these are settled choose the makers of machines that meet requirements and offer the best conditions of sale and facilities for replacement and renewal.

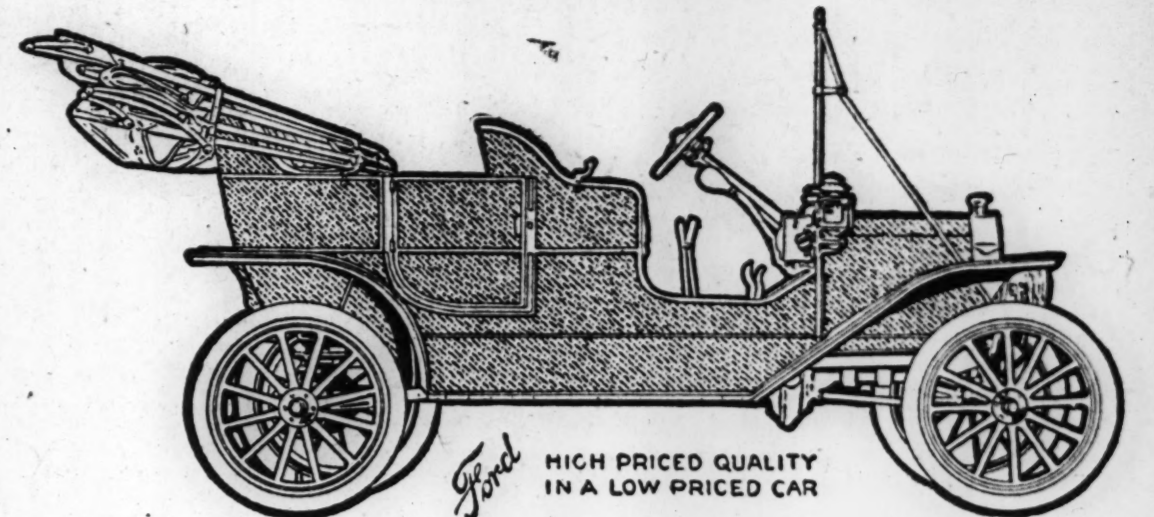
Remember that you are investing in an equipment that must be classed as machinery; that must be cleaned, inspected, renewed and overhauled at regular intervals under the supervision of a man who has knowledge of the vehicles used. Select a man of integrity and be guided by him on all matters of inspection and renewal, mileage and loads of each machine, control of drivers, etc. If the problem is handled along these lines the results will astonish even the enthusiast.

FIRST FLAG-TO-FLAG ENTRY.

The first entry for the flag-to-flag endurance contest for the Wahlgreen trophy, from Denver to Mexico City, has been made by President H. O. Smith of the Premier Motor Manufacturing Company of Indianapolis and Ray McSamara has been named as the driver. The formal entry blank was filled out and delivered to George A. Wahlgreen of Denver, under whose direction the event will be held. On May 2 it is expected that the machines will be started and the first car away will be a four-cylinder Premier clubman of 40-horsepower.

FORD CARS

At the Automobile Show



THERE'S A FULL LINE OF FORD CARS at the Automobile Show. You will find them in space 118-119 on the main aisle; also following the practice of former years we will conduct open house at 147 Columbus Avenue. Here we have plenty of room, every possible convenience, ample assistance and lots of time for every visitor. The entire Ford line is on exhibit at both places and every facility offered for the careful investigation of it.

AT EITHER THE PRIVATE AUTOMOBILE SHOW or the big show, to those not already acquainted with the Ford line, there are more real genuine surprises in the Ford exhibits than you can begin to realize. Nor are we showing samples of picked cars. We have arranged matters so that if the cars appeal to you you can take a duplicate away with you.

AT THE BIG SHOW and at the Ford show, too, the leading feature is the Model T Ford Touring Car—a roomy, comfortable, durable, fine-appearing family car which, with complete equipment and including the magneto, sells for \$950.00. There will be nothing in Boston this week at several hundred dollars of this price that even nearly approaches it in value.

THERE IS A THREE-PASSENGER Roadster and a four-passenger Tourabout in both of which utility and fine appearance are combined to an unusual degree. The rear seat of either car can be removed, leaving considerable space for luggage or other load. That vacation trip or tour to be taken next summer can in no car be taken with more enjoyment and nearly as little expense as in this same light, low-priced Ford.

THE TWO ENCLOSED CARS, the Coupe and the Town Car, are real revelations of wonderful car values. The Coupe has been pronounced the finest enclosed car on the streets of Boston. The body is a composite design of the most foremost body builders in the world. The neatest, niftiest, most useful Coupe imaginable, it is one of the features of all the cars in Boston this week. And the enclosed bodies are interchangeable with the open types. Buy an extra body and have two cars.

THIS IS THE TIME TO BUY and the Ford is the car you want. Buying now has this advantage—you are sure to get the car. The man who orders in the spring is apt to be one of several thousand who also wanted, and he has to take his turn or buy the car he did not expect to, but of which deliveries can always be made for reasons not particularly complimentary to the car. Anybody can order a car next spring. It is a wise man who buys now.

BEAR THIS IN MIND, now is the time to buy for another reason. You did not get all of the bad weather of the winter last week. There are plenty of sloppy, wet and disagreeable days ahead before warm weather arrives. Buy a Ford today—a Coupe is a splendid proposition for this weather, and get real, genuine enjoyment out of your car in these months when every other method of travel is disagreeable and unwholesome. If you want a Roadster or Touring Car in the spring, \$75.00 buys a Roadster Body or \$125.00 pays for a Touring Car Body and a couple of hours' labor makes the change.

MOST OF US HAVE a hankering, secret or otherwise, for an automobile. So have you. Then why haven't you already bought? Is it because you feel you cannot afford the price? Perhaps two thousand dollars is beyond your means, or one and a half thousand, but why pay that much? Nine hundred and fifty dollars buys a completely equipped, roomy, powerful, durable, reliable, fine-appearing, five-passenger Ford Touring Car. "Comparisons are odious," but, nevertheless, a comparison of this low-priced Ford car with any of the many cars selling up to double the Ford price fails to reveal any equivalent difference in values. Visit our exhibits this week, and prove this for yourself. It may be that you cannot afford a higher price—the Ford price would be easy for you.

DOES THE UPKEEP COST bother you? It is a heavyweight car that makes a lightweight pocketbook. The cost to move any load varies almost in direct proportion with the weight of the load. The Ford, because of its light weight, costs less to keep than a horse doing the same work, for the horse eats regularly whether you use him or not. If you can afford a horse you can afford a Ford. This car runs for twenty-five to thirty miles on a gallon of gasoline, will average over ten thousand per set of tires, and will cost but a nominal sum for repairs.

SO DON'T FORGET the place or overlook the invitation—space 118-119 at the show or 147 Columbus Avenue—at either or both places, and the invitation is to you. If you already own a Ford come in and visit and find out about the 1910 improvements. If you do not own a Ford come in just to investigate the line. There are surprises in plenty in store for each of you—perhaps it may mean a thousand dollars saved and a score of dollars every month afterwards.

"High-Priced Quality in a Low-Priced Car"

Boston Branch, 147 Columbus Ave.

Telephone Tremont 888

Ford Motor Company

THOMAS



SUCCESS

In the Automobile Business These Words Are Synonymous

That Mr. E. R. Thomas since the beginning of automobiles has achieved SUCCESS the most casual student of automobile conditions must admit.

SUCCESS in the way of victory in contests.

SUCCESS with his latest creations—They have exceptional qualities. Some of them incomparable.

SUCCESS in volume of business.

SUCCESS in keeping Thomas owners satisfied.

SUCCESS in having previous Thomas owners return after trying other cars.

SUCCESS is yours with him if you are the purchaser of a 1910 Thomas car.

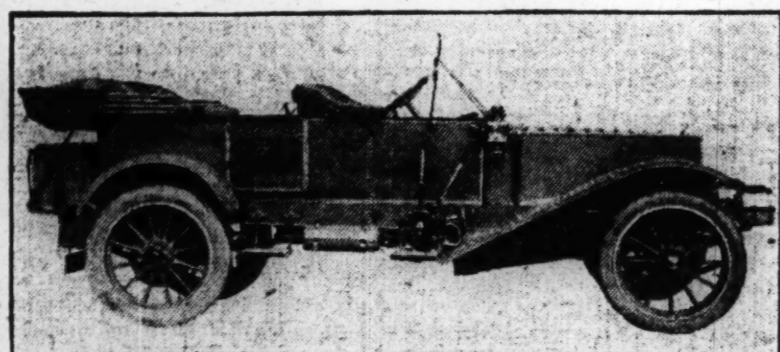
A DEMONSTRATION IS CONVINCING

See or write without delay. Our allotment is limited.

AT SPACES 24 AND 25 BOSTON AUTO SHOW

E. R. THOMAS MOTOR-BRANCH CO.
587 BOYLSTON ST. (COPLEY SQ.)

Special Design Franklin Torpedo



The Center of Interest

at the

Auto Show

See

the "cut-out" chassis showing every part of the Chalmers in operation.

The famous "Blue-Birds" that have won more records than any other cars.

See and talk with the men who drove them—find out why they drive fast, when they drive fast, and how they drive fast.

See

The greatest value for the money at the show—the "30" at \$1500 and the "Forty" at \$2750.

See the cars that are not racing cars, but race simply to prove what speed, power, durability, consistency, can be combined in a rightly designed, honestly constructed car.

See the trophies won by the "Blue Birds."

See the car you can drive with one foot.

CHALMERS CARS

Chalmers-Detroit

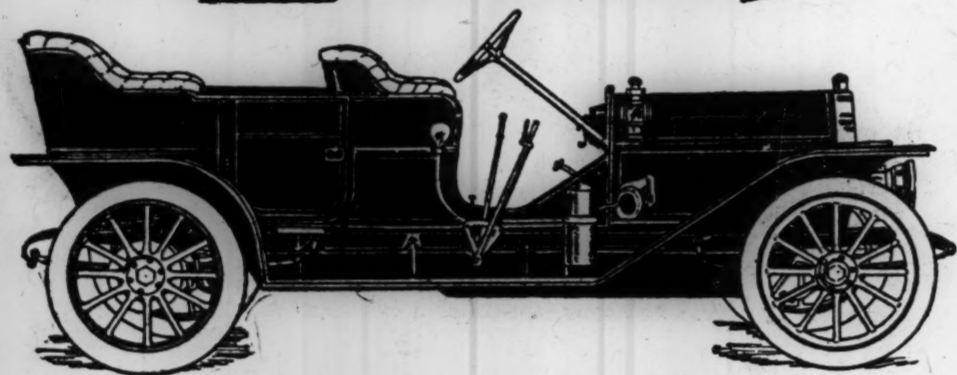
"30" .. and .. "40"

F. WHITTEN-GILMORE & CO.

907 BOYLSTON ST.

Tel. Back Bay 4003

Inter State



Forty Horse Power Five Passenger Touring Car \$1750

When a celebrated painter was asked what he mixed his colors with, he replied, "with brains." The Inter State is made by skilled mechanics, who put brains into their work, and that is why our models are correct in appearance without a flaw in their construction and for all around service cannot be equalled by any other automobile on the market.

THE S. M. SUPPLIES COMPANY,

New England Distributors,

22-24 LINCOLN STREET, - - BOSTON

Telephone Oxford 552

BEGINS TONIGHT

Independent Auto Show

March 5 to 12, inclusive, at

Museum of Fine Arts Building

Copley Square

WEBBER & BROWN

Managers

SIX ENTRIES ALREADY RECEIVED.

Six entries have been made for the endurance contest which the Norristown Automobile Club will conduct on May 18 and 19 to Scranton and return. The contesting cars will be divided into three divisions, as follows: First division, class A, cars costing \$1950 or more; second division, class A, runabouts costing \$1500 or more; class B, runabouts costing less than \$1500.

BRADLEY WITH A. S. MOTOR CO.

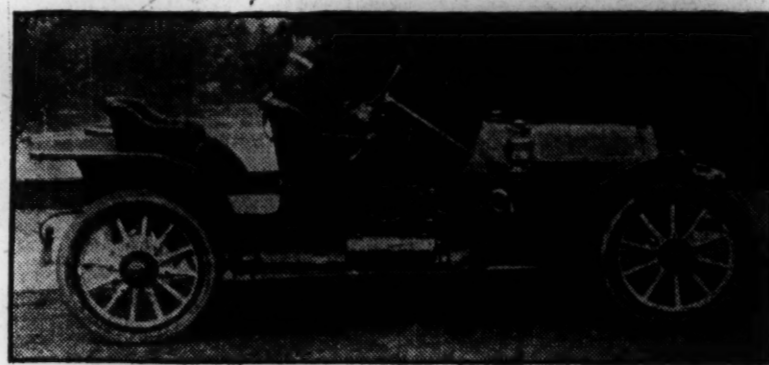
L. M. Bradley, who for the past three years has been advertising manager of the American Motor Car Manufacturers Association and assistant to former General Manager Alfred Reeves until the latter accepted the general management of the Association of Licensed Automobile Manufacturers, has joined the United States Motor Company. He will act as director of advertising and publicity.

HARDING JOINS A. L. C.

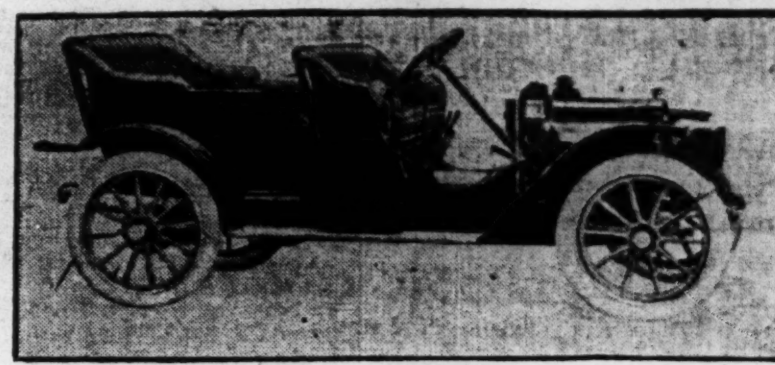
Hugh N. Harding, the racing driver, who has driven in nearly all of the big road races during the last six years, has joined the forces of the American Locomotive Company, at the Alco factory in Providence, R. I. Although best known as a driver, Harding is a technical man of high ability and he will be engaged in experimental and testing work, under the direction of B. D. Gray, chief engineer of the Alco factory.



New Chalmers-Detroit "30"



Twenty-four H.P. Herreshoff



PREMIER CARS IN A COMPREHENSIVE DISPLAY AT SHOW

Indianapolis Concern Shows Several Models of Four and Six-Cylinder Motor Cars.

RACING ROADSTER

Touring cars of both the four and six-cylinder models, a four-cylinder roadster, a four-cylinder close-coupled car and a stripped chassis form the important part of the exhibit of Premier cars upon the main floor of the Mechanics building. Five cars in all are displayed, together with an interesting working model of the Premier low-tension ignition as compared with the ordinary high tension, and a sectional rear axle. The cars are all of standard construction and finish, inasmuch as the Premier company makes it known that it does not specialize in design, construction or finish in its show cars over those which are regularly shipped to its agents all over the country.

All the cars are either one or two chassis models and are similar in all details, the only difference being in the number of cylinders and increased wheelbase. The big six cylinder car is one of the longest machines in this country, there being a distance of 139 1/2 inches between its wheels, thus giving ample room in the tonneau for five passengers, all facing forward. The finish of this car, as of all Premiers, is a blue black with cream running gear. At one corner of the space is a machine which has attracted a great deal of attention, for it is one of the few gray racing roadsters in the show. The extra large gasoline tank on the rear, the rakish lines, the low seats, and the color all increase the speedy look of the model and it will be turned over to its Chicago owner immediately after the exhibition.

Details of construction are shown in the open chassis. The cylinders are all of the same size, with a bore of 4 1/2 inches and a stroke of 5 1/2 inches, and are made of a special semi-steel instead of the usual gray iron. The crank case is also made of this material, which is the same as the government specifies in its army mortars. The clutch is of the multiple disc type, running in oil; the transmission has three speeds forward and one reverse, of the standard selective sliding gear type; the drive is by shaft to the rear axle; and the rear axle is of the patented internal-ribbed Premier type. The extraordinary strength of this axle design makes it unnecessary to use trusses.

CUBA HAS ROADS FINE FOR AUTOING

Thousands of Tourists Find That Routes Laid Out by Americans Will Ultimately Cover the Island.

Many Americans visiting Cuba on pleasure jaunts, to say nothing of capitalists of all nationalities who are interested in the development of the vast resources of the island, are struck with the splendid possibilities afforded there for the autoist.

Road building had been more or less a negligible quantity for the many years of Spanish dominion, but with the advent of the American occupancy a well-defined and comprehensive scheme was mapped out and started whereby the island would have a network of good roads reaching out to hitherto practically inaccessible places.

This work, started under United States army supervision, is going ahead slowly but surely under the direction of the Cubans, and motorists, keen to conquer and explore new automobile territory, will have the satisfaction in the not too far distant future of becoming acquainted with the country so richly endowed with natural advantages.

The early work of road making, mapping out, etc., was done by United States army officers.

BIG POSSIBILITIES IN AUTOS OF THE LIGHT RUNABOUT TYPE

Style That Will Appeal to Man of Moderate Means Is Described by Rolland C. Laurie, Who Says Present Car Falls Short of Ideal.

The possibilities of the light runabout are discussed in the Automobile by Rolland C. Laurie, who says:

By "light runabout" I mean a car of ample horsepower which naturally will appeal to the man of moderate means. The present runabout of low price falls short of the ideal in horsepower, springing and general accessibility. The method of distribution of cars need not be through intermediate agencies, but the selling can be direct from the factory to the public.

Why I would wish to emphasize this point is that the design which I put forward herewith as to the type of runabout really required, leaves little enough profit to the manufacturer unless these cars were manufactured in very large quantities.

Now, as to this question of manufacturing in large quantities. There is not the slightest doubt that the possibilities of business on such a proposition as an efficient \$500 car are absolutely immense.

One concern alone received some 30,000 inquiries in less than one year of advertising, such advertisements not being confined to large display, and these advertisements not in any way bringing the proposition right before all the buying public, touching, as it has done, only a certain class of buyer. Another concern has had 20,000 inquiries for one of its models of light runabout.

In the first place, as a general rule, present horsepower is not high enough.

The engine should be at least a two or four-cylinder, 15-horsepower, water-cooled type. The water cooling could be easily of the thermo-siphon type; moreover, the simplicity and efficiency of this type of cooling is thoroughly adaptable for use in a small car.

In this design of engine we could embody the long stroke, which has become so popular in England and France and has shown such success. The long-stroke engine would mean the delivery of sufficient horsepower for practically every purpose.

The change speed gear could be of epicyclic or planetary type, as this design

lends itself better in the light car construction than a large gear box.

It must be remembered that the chain is by no means defunct as an intermediate of power, and, providing the chain is suitably enclosed in an oil bath gearcase, similar to the British Sunbeam, there is no reason why it should not be a perfect transmitter of power, light and yet free from complication.

The shaft drive could be an alternative design, in spite of the fact of the known frictional losses in this form of transmission. The frame could be of pressed steel and the axles of suitable strength. The springs also could be improved upon.

Full elliptic springs seem to give the best results, although they do not appeal to the average man as being mechanical.

This is merely a matter for experiment. Probably in this design dual ignition by both battery and magneto should be included. This may sound to the uninitiated as an expensive fitting on such a car, but it can be included in such a price without the slightest doubt.

By studied standardization a clever designer can manage to produce cheaply. Every part of such a car would have to be standardized beyond doubt. Personally, in runabout design I would be more inclined to favor the sporting, semi-racing type with the seat placed far back—not too far, as this has a tendency to give too much vibration to the driver and passenger.

The last word which I may say on this question is that the whole matter is one of organization. First, the factory prepared to turn out a standardized car such as this would have to be of such ability that delays in deliveries would be impossible.

As for the selling organization of such a factory, undoubtedly the way to place this upon the market in a practical and successful way would be for such a factory to open branches at various distributing points. There are certain cities well known to the automobile trade which form just the suitable distributing basis for such a scheme.

AUTOMOBILE TRADE FOR EUROPE PROVES MARKET OVERDONE

Heavy Falling Off in Earning Power on Stocks of the Big Companies Follows Over-Production.

GIVEN IN REPORTS

American manufacturers have been free in past years to admit their indebtedness to Europe for its share in the development of the motor car. Matters of design, however, are not the only ones from which they might draw lessons. In Europe the shares of a number of companies are listed on exchanges and by reason of that fact their annual reports are made public. Reports from several companies whose stock is listed show in a clear cut and most conclusive way what over-production has done across the Atlantic.

By way of explanation it should be said that the Pierce-Arrow Motor Car Company of Buffalo has as one of its business principles the keeping in close touch at all times with all its dealers. This includes sending them information of various kinds bearing on its cars, the status of the industry and other matters that would be to their interest to know. In line with this policy it has just sent to its dealers a resume of the financial reports of seven European companies as given in the Financial Times of London.

The report is comprehensive in that the companies included in it manufacture motor vehicles of many kinds and do not confine their efforts to the so-called "pleasure cars" alone.

The report of the seven representative companies is:

	Not profit-1908-9.	1907-8.
Belsize	\$84,905	\$2,910
Charron	31,040	355,503
Daimler	113,490	239,103
Darracq	491,790	801,705
DeDion Bouton	40,235	108,040
Delahaye & Co.	89,725	104,780
Roselleigh	14,085	7,275
Totals	\$844,570	\$1,135,870

The season of 1907-8 was recognized generally in Europe as an especially bad one. America was undergoing financial trouble and it required but a short time for this to reflect itself in Europe. Motor car manufacturers abroad were among the first to suffer. But recent reports have been optimistic in the extreme and it was supposed on this side until the latest financial reports began to make their appearance that the industry in Europe was not in just the condition most desired by the men in it.

A SPEED PROGRAM FOR EAST FLORIDA

Sanction Is Given by American Automobile Association for Ormond-Daytona Beach Tournament.

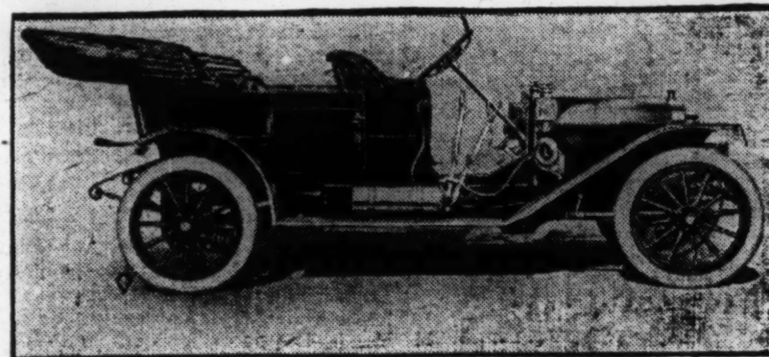
NEW YORK—Sanction has been given by the American Automobile Association to the Florida East Coast Automobile Association for the holding of a speed tournament on the famous Ormond-Daytona beach course March 22, 23 and 24.

The program of contests that will be held follows: Fifty miles, stock chassis, 160 to 230 cubic inches; 100 miles, stock chassis, 231 to 450 cubic inches; 100 miles, stock chassis, 451 to 600 cubic inches; 10 miles, southern championship; 10 miles, Florida championship; 20 miles, handicap, free for all, and 20 miles, handicap, stock chassis, all classes.

A large number of valuable trophies will be offered, the list not yet being complete. In the one-mile trial championship and two-mile-a-minute events the competing cars must qualify by covering five miles at an average of 31 seconds to the mile.

A large number of well-known automobilists from this city are planning to go to the tournament by way of the Savannah line. Full information may be had upon application to T. E. Fitzgerald, secretary of the club at Daytona, Fla.

New Model Corbin Touring Car



INCREASE OF RELIABILITY FEATURE OF NEWEST CARS

The principal improvement that has been made in the automobile during the past five years has been a tremendous increase in its reliability—to the point that it has become an actual necessity. This has been brought about by the consistent development of the various power and power-transmitting elements into a logical road vehicle, says H. G. McComb, chief engineer of the E. R. Thomas Motor Company.

In general design the automobile of today is similar to the foreign automobile of five years ago, except that the six-cylinder engine has become practically standard. The designer has made a consistent effort (1) to increase reliability, (2) to simplify design, (3) to discard delicate mechanisms, (4) to eliminate interlock devices, (5) to reduce weight through use of better materials, (6) to reduce cost of maintenance for fuel, lubrication and repairs, (7) to make the passenger more comfortable through good spring suspension and suitable design of bodies.

The one factor which has perhaps most

of all assisted the development of the automobile has been the production at reasonable cost of steels that are exceptionally strong. Closely linked to this development of better steels has come the development of the annular ball bearing, which has also helped to increase reliability.

In the designing of a modern motor car, such as the new Thomas model "M," plain bearings are proportioned to have long life, all bearings are of liberal sizes for the loads thrown upon them, axle strengths are in proper ratio to the weights to be carried and, in a general way, the present day automobile is a combination of parts that are logically designed to take the working stresses, so that today when a man purchases a motor car he can expect so many thousands of miles of use with practically no repairs and he can almost know in advance the total mileage that the car, if given reasonable care, will cover.

This most markedly shows the difference between the present day conditions and those five years ago.

AUTOMOBILE KEEPS LARGE AMOUNTS OF MONEY CIRCULATING

E. P. Blake Gives Statistics
Showing That Nearly One
Hundred Million Dollars
Was Amount in 1909.

IS EVER GROWING

"Few people have any conception of the vast amount of money that is put into daily circulation through the medium of the automobile," said E. P. Blake of Boston, eastern distributor of the Jackson Auto Company. "Take the state of New York alone. Why, as far back as 1907 it was proven by a close inspection of the records that over \$70,000,000 was spent for the yearly upkeep of the 40,000 cars running in New York state. In 1908 it increased to \$90,000,000, and the year that has just passed the figures reached the stupendous aggregate of nearly \$97,000,000.

"Add to these figures the number of automobiles in New England, New Jersey, Pennsylvania, Ohio, Illinois and those on the Pacific coast and you can readily see what a great amount of money the automobile keeps in daily circulation in this country, and also the number of trades and occupations that are kept busy just attending to its daily upkeep. The figures used in arriving at the conclusions given are not at all enlarged and provisions have been made by subtracting from the list of registered cars all second-hand cars which have been registered twice, and those of tourists passing through the state. This leaves in New York state 49,000 automobiles in daily use at an average expense of \$1800 a year for upkeep.

"This sum includes the salary of a chauffeur, garage, tires, repair and gasoline and oil, and it is admitted by all to be a good average estimate. The average as struck allows \$900 for chauffeur, \$300 for garage, \$200 for repairs, \$150 for tires and \$50 for gasoline and oil. Of course some chauffeurs receive more pay and others less, but in many cases the garage charges are nothing, and so the figures work out."

NEW FORMULA FOR MOTOR CAR RATING

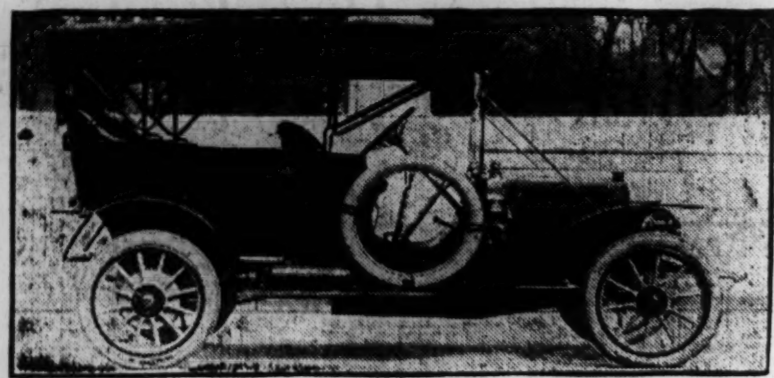
Few months pass by that some plan for rating the horsepower of motor car engines is not advanced. Motor car owners as well as engineers are generally interested in these formulas as looking forward to the millennium when someone will discover a plan of rating that will be adopted by all manufacturers and do away with much of the confusion that results from the dozen or so standards now in use. At present in this country the A. L. A. M. standard of squaring the bore, multiplying the result by the number of cylinders and dividing by 2.5 is the only one in general use. In the A. L. A. M. handbook the rating of all cars made by members of that association is fixed by that plan.

Recently a new formula, known as the Denny-Marshall formula, has sprung into prominence in England. It differs from the A. L. A. M. standard in that it recognizes the stroke instead of, as is the case with the A. L. A. M., basing the calculation on a piston travel of 1000 feet per minute. The Denny-Marshall formula includes squaring the bore, multiplying that result by the stroke and then by the number of cylinders and dividing the result by 12. Taking the three Pierce-Arrow motors as instances, the A. L. A. M. and the Denny-Marshall systems give these results:

Company	A. L. A. M.	D. M.
30	38.4	78.9
45	48.0	81.1
60	64.0	75.8

From this it will be seen that on medium horsepowers where the bore and stroke do not vary too much from the square the results are about the same, while on high horsepowers the new English system gives a higher rating. The reverse is true on motors of small horsepower, since a bore and stroke of 2 1/2 by 3 inches on a six-cylinder motor would give 15 horsepower by the A. L. A. M. formula and by the Denny-Marshall system only 9.4 horsepower.

4-Cylinder Five-Passenger Peerless



REASON IS GIVEN OF PLATE FAILURE

Expert Tells Why Heavy
Charging on Lead Pasted
Material Causes Disintegration
of Active Mass.

Such plates, in service, and not subjected to abuse, fail by reason of the active mass softening and silting from the face of the plates to the bottom of the jar, said Hugh Radman in a recent paper discussing the effect of heavy charging on pasted lead plates. This disintegration is probably due to one of three main causes:

First. An untangling of the set, crystalline mass due to the cycle of changes from peroxide to sulphate and back to peroxide, to which a portion of the active material is subjected with each charge and discharge.

Second. To solution of the set, crystalline lead compounds and precipitation thereof as loose pulverulent compounds. This follows from the formation of concentrated sulphuric acid in the pores of the plates during charge, this dense acid dissolving lead sulphate and reprecipitating it upon contact with the diluted acid at the surface of the plates.

Third. The solution of crystalline lead compounds and reprecipitation as non-crystalline compounds, due to the formation of persulphuric acid at the surface of the positive plates during the gassing period.

The first source of trouble may be helped in two ways, by less frequent charging and by starting with more thoroughly set or crystallized plates. It is obvious that with a battery capacity of 40 miles and a 10-mile run on two successive days, if the charge is deferred until the end of the second run the active mass will have been subjected to one cycle of change of crystallization instead of two cycles, which would have followed recharging after each partial discharge.

The solution of lead compounds by dense sulphuric acid may be partially overcome by the use of thin and porous, rather than thick and dense plates, thus giving the sulphuric acid formed during the charge a chance to mix more easily with the dilute, free acid outside the plates. Slow charging will, obviously, serve the same purpose.

The disintegration, due to persulphuric acid, may be lessened by infrequent, complete gassing charges. It is generally believed that the gassing charge must be given occasionally, but there seems to be no necessity for doing so more than once in, say, two weeks. Certainly it is harmful to gas the plates freely at the end of each charge.

Altogether the best scheme of charging, advanced by theory, is: First, to charge at a moderate rate; second, to recharge only after several partial discharges; third, to give the gassing charge only occasionally.

These conclusions are fully borne out in practice. The life of batteries is increased by moderate charging, say, the four-hour rate to begin with, and half that rate at the end of the charge. Longer service is secured by infrequent charging. It is not difficult in most installations to defer charging until after several partial discharges, provided these discharges have not stretched over too long a time. A charge following two or three partial discharges on successive days is far better than a charge following each partial discharge.

Fairly complete charges, say, up to 24 volts per cell with the current equal to about half the four-hour rate of discharge, give longer life to plates than where gassing follows each charge.

AUTO MAIL CARS FAILURE IN PARIS

Company Abandons Contract,
but the Postal Authorities
Do Not Intend to Give Up
the Service.

Although Paris, France, was the first city in the world to adopt automobiles entirely for the carriage of mails from suburban to central offices, and from the central office to the various railroad depots, it cannot be accepted as a model to be followed, so far as details of organization are concerned, writes a foreign correspondent of the Automobile.

Within one year of the complete conversion from horses to automobiles the contracting company declared itself bankrupt, abandoned its worn-out vehicles to the authorities, and the postmaster-general, after vainly endeavoring to get another company to take over the transportation of mails, has been obliged to do the work himself with the material of the bankrupt company and temporary assistance from taxicabs.

The failure is due to bad management and not to any inferiority of the mechanically driven vehicle. About five years ago the postal authorities, in order to allow of later closing of the mails in the suburbs, experimented with electric wagons in place of horse vans. The electric soon proved unsatisfactory and gradually attempts were made with gasoline vehicles.

Toward the end of 1908 a Lyons syndicate connected with La Buires Automobile Company entered into a contract with the postal department for the entire transportation of mails in Paris by automobile.

A bad start was made with only half the necessary number of automobiles. It was not long, too, before the contracting company found it had made a serious mistake in guaranteeing an average speed of 13 miles an hour in Paris. An average of 13 miles an hour in Paris meant speeds at certain moments of 25 to 30 miles an hour.

Under the contract the company had undertaken to carry the mails at a rate which practically worked out at 17 cents a mile. In view of the high speed and exactitude required, this sum was found to be far too low. An endeavor has been made to find a company willing to run the abandoned automobiles, but without success, but despite the unsatisfactory nature of this first attempt to abolish the horse in the mail service, the authorities have no intention of abandoning mechanical traction.

With the Automobilists

George D. Berry, formerly connected with the Harry Fosdick Company and more recently with the Lancia car, has joined the selling forces of the Crowell-Clark Company at 10 Columbus avenue, selling the Atlas two-cycle motor car.

A. P. Underhill is meeting with great success in placing Knox gasoline fire department wagons in cities and towns throughout this section of New England, and he is authority for the statement that it is only a matter of time when the horse drawn fire apparatus will be entirely supplanted by motor wagons and trucks. The Underhill Company has completely remodeled its salesrooms and offices on Columbus avenue and the entire plant is now confined to one floor.

The members of the International League for Highway Improvement, who recently held their first annual conven-

GREAT VARIETY OF PIERCE-ARROW CARS AT BOSTON SHOW

Six Cars and One Chassis
Are Exhibited, Which Is
More Than Number at Any
Previous Occasion.

SEVENTEEN BODIES

More and a greater variety of Pierce-Arrow cars will be on display at the Boston automobile show than at any other exhibition of a similar character this winter. In all six cars will be shown and one chassis. A point of attractiveness about this make of car that has helped it on to its present popularity with the buying public has been the large number of body styles the purchaser has had to choose from. Six of them will be shown this year, a runabout, miniature tonneau, touring car, brougham, suburban car and landau. Seventeen styles of bodies in all are included in the season's output and others of these will be seen during the show period at the salesrooms of the J. W. Maguire Company at 745 Boylston street.

Three horsepowers comprise the Pierce-Arrow line, 36, 48 and 66. Orders for the latter for early delivery in the 1911 season are now being taken and a sample of the car will be shown during the show. It is a touring car with a blue body and black molding, the body color being relieved by a light blue stripe. Cars of this type have become favorites for long distance touring both in this country and abroad, they having proved their ability to negotiate any road and any grade with their full complement of seven passengers and baggage. It is this type of car, the chassis for which is being brought out as a touring landau, the new Pierce-Arrow model.

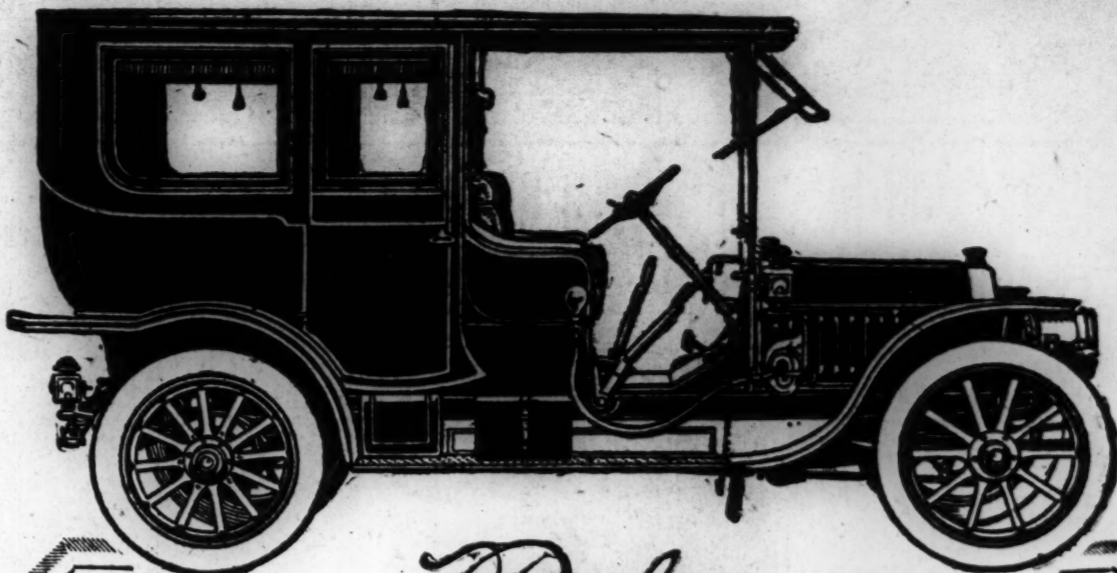
Two 48-horsepower cars of this make are shown, both with enclosed bodies. One is a landau with a blue body with black molding, a car for both pleasant and inclement weather, as it can be used either in closed or open form. The upholstery is blue broadcloth to harmonize with the color of the exterior. The other car of similar horsepower is a suburban model, entirely enclosed. A wine tone has been used for the exterior finish, and the upholstery is of broadcloth, the appearance of both of these cars being exceedingly rich and harmonious throughout.

Three 36-horsepower cars are shown, a runabout, miniature tonneau and brougham. It is in these cars of smaller seating capacity that the variety of colors used by the Pierce-Arrow Company is best seen. The runabout is red with black molding, the upholstery being of a shade that harmonizes perfectly with the body color. The miniature tonneau, seating four, is finished in a color that has been popularly known as automobile gray. The molding color is a darker shade of gray and the upholstery is of black leather. The two shades of gray used on the body are relieved by a stripe of violet on the hood and body, altogether a most pleasing combination.

at St. Augustine, Fla., have come out in favor of a project to ask Congress to appropriate \$1,000,000 for the establishment of a national commission for highway improvement. The delegates approved the draft of a bill which is to be submitted to the House and Senate at Washington by a committee of the league who will visit the national capital for this purpose.

The increasing number of motorists who desire the speed ability which comes with high horsepower and in addition special refinement in construction is shown by five special orders which have come almost simultaneously to the factory of the H. H. Franklin Manufacturing Company of Syracuse. Five specially designed Franklin motor cars have been built on the standard chassis of the six-cylinder 42-horsepower model. There are two touring cars, a limousine, a landau and a surrey-type runabout.

SILENCE
COMFORT



Peerless

THE supreme test of automobile perfection is the "personality" of the car—that aggregate impression of its character which survives all analysis. To attain that satisfying charm is the end and aim of all well-thought-out details, mechanical arrangements and refined materials.

It is the perfectly harmonized expression of these appointments that makes you feel, in the presence of the car, that something which pervades a masterpiece. Of this quality in the Peerless the car alone can adequately speak.

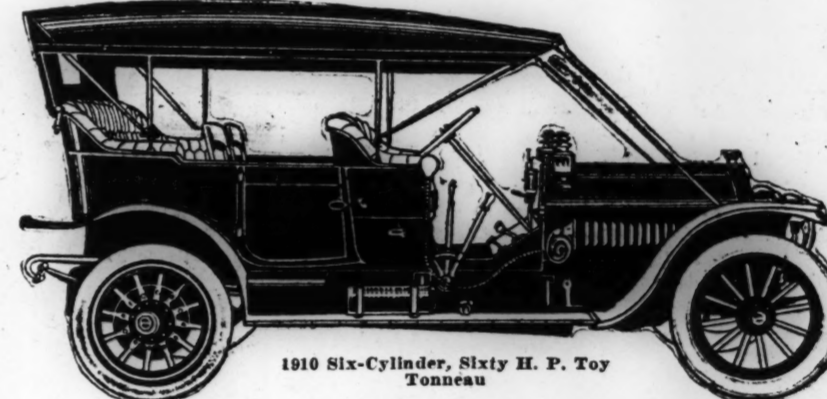
You are invited to visit our Exhibit of
Closed Cars at Spaces 12 and 16
Boston Automobile Show

THE PEERLESS MOTOR CAR COMPANY OF N. E.

174 Columbus Avenue, Boston

Licensed Under Selden Patent

ALCO



A Lasting Luxury

The Car That Won the Vanderbilt Cup

was a regular stock model, same as you buy. It won because of staying power. It stayed after nearly all others had fallen by the wayside. At the finish it was running 72 miles an hour and was fit to go on indefinitely.

What lasts best is best, and in the end is cheapest.

New shaft-drive models at the show. Alco truck down stairs.

The ALCO special design of shaft-drive and full floating type of rear axle is the most interesting feature in 1910 construction.

It was a user who first said of the ALCO:

"It Stays New."

PARK SQUARE AUTO STATION, 18 Columbus Ave., Boston

LICENSED UNDER SELDEN PATENT.

MARMON
The Easiest Riding Car in the World



MARMON "THIRTY-TWO"
FIVE-PASSENGER
TOURING CAR.

MARMON stands for "BEST" in Automobiles. Consistent in weight, carrying capacity and power. INVESTIGATE our records and ASK THE USERS.

The MARMON is a PERFECT combination, being well balanced throughout, is LIGHT in weight, reducing TIRE TROUBLE AND EXPENSE, and as a HILL CLIMBER is UNEXCELLED.

F. E. WING MOTOR CAR CO.

NEW ENGLAND DISTRIBUTORS

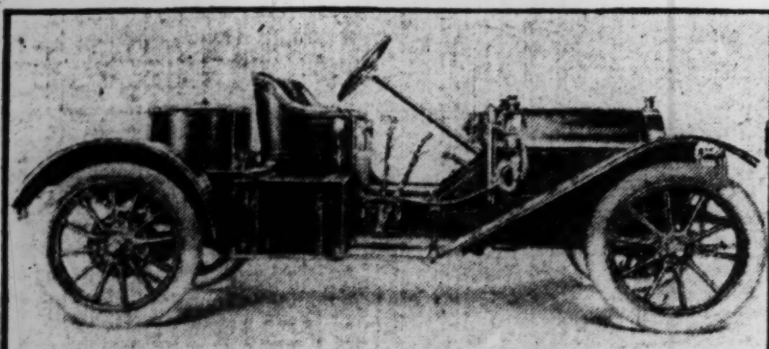
Salesrooms, 12 Columbus Ave., Motor Mart

See Marmon Exhibit
at Auto Show

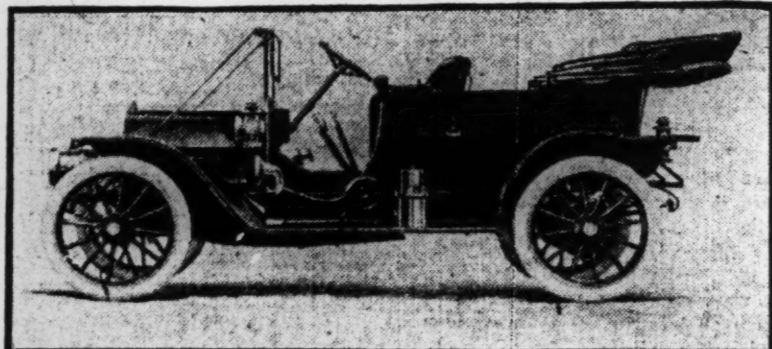
Made exclusively by the Nardye & Marmon Co., Indianapolis, Ind.
Established 1851. Licensed under Selden Patent.

GARAGE,
57-61 STANHOPE ST.

Model L Midland Roadster



Four Cylinder Reo Touring Car



EVERY INDICATION NOW POINTS TO GREAT AUTO RACING YEAR FOR THE MOTORISTS

Circuit Is Proposed to Facilitate Travel Arrangements of Participants in Various Contests.

IMPORTANT EVENTS

Based on inquiries made by the contest board of the American Automobile Association on the recommendation of the manufacturers' organization, the important part that contests will play in automobiling during 1910 can be predicted. About 100 promoters have given notice of their intention to conduct contests of various kinds.

One of the objects of the manufacturers in requesting advance information was to form, if possible, a circuit of races that would involve less expense to the participants than under the old system.

An experienced routing agent of one of the large factories has been at work on the list, fixing a tentative circuit over which the racing teams may travel so that long jumps by railroad may be avoided.

The adoption of the circuit by the race promoters when the scheme is fully worked out is hardly open to doubt. They will derive as great a benefit from the plans as the men who pay team expenses, for the reason that they will be assured of larger and higher class fields than it would be possible to gather were the contests set at widely separated points on dates close together, as in the past.

Among the important events to be renewed in 1910 are the Cobe trophy race, the Vanderbilt cup race, the California road race, the national stock car race (for which a different course than Lowell is likely to be selected); the Wilkesbarre hill climb, the Algonquin hill climb and the national endurance tour.

Of the road races the most important, from the manufacturers' point of view, may be the national stock car race, which was held at Lowell last year. There is every probability that this race will be decided over the speedy Riverhead circuit, where an American road record of 70 miles an hour was established last fall.

The men who pay the bills, while desiring, in all sorts of contests, to finish ahead of their competitors, are equally anxious to make the best average time possible, and the opinion is unanimous that the Suffolk county course is the fastest thus far discovered in America.

There is a general belief, in fact, that in a race where the leaders will be pushed at all stages to hold their places a new world's record for road racing is possible.

The present record of 71 miles an hour was established in Italy in a race for specially built cars, and it would be quite a feather in the American industry's cap to eclipse that with stock machines.



NEW YORK ATLANTA TROPHY.
Won by Rainier car.

It will be exercised by the contest board of the American Automobile Association than ever before and with a view to improving this important branch of the automobile industry a number of changes have been made in the rules governing all contests, some of the principal amendments being as follows:

To insure the competition of bona fide stock cars, manufacturers are required to file with the contest board a complete description of their various "stock" models intended for competition, their status as stock cars being based on the ratio which the quantity production of the individual model bears to the total annual output of the maker, as given in the table. Promoters will be furnished by the contest board with copies of these official descriptions, and cars when examined by technical committees throughout the country must conform to such description to be eligible to start in any stock car or stock chassis event.

Contest board national organization—First. Provisions have been made for the appointment by the contest board of the referee for every contest, from a selected list of men of undoubted standing, familiarity with and ability to administer the contest rules, located in

Leading Automobile Contests Scheduled for Current Year

RELIABILITY CONTESTS.

Philadelphia—Century Motor Club, April 15.
Philadelphia—Quaker City Motor Club, April 15.
Denver to Mexico—Flag to Flag A. A. Washington, May 1.
Hartford—Auto Club of Hartford, May 1.
Harrisburg—Motor Club of Harrisburg, May 2 to 7.
Norristown—Norristown Auto Club, May 15.
Ft. Worth—Ft. Worth Star-Telegram, May 22.
Detroit—Detroit Auto Dealers' Association, May 25.
National (Gilders) tour—A. A. A., June 15-30.
Denver—Denver Motor Club, June.
New York to Seattle—M. R. Guggenheim, July 4.
Philadelphia to Wildwood—North Wildwood Auto Club, July 2.
Minneapolis—Tribune—Minneapolis Auto Club, Aug. 1.
Munsey tour—Frank A. Munsey Company, Aug. 15.
Minneapolis—Minnesota State Auto Association, Aug. 31.
Philadelphia to Wildwood—North Wildwood Auto Club, Sept. 3.
Cleveland—Cleveland Auto Club, September.
Kansas City—Auto Club of Kansas City, September.
Louisville—Louisville Auto Club, Oct. 5.
Chicago—Chicago Motor Club, Oct. 15.
Denver—Denver Motor Club, October.
Worcester—Worcester Auto Club, October.

ROAD RACES.

Denver—Denver Motor Club, May 30.
Riverhead—Motor Contest Association, June 1.
Cobe—Chicago Auto Club, June 25.
Grand Rapids—Grand Rapids Auto Club, middle July.
Denver—Denver Motor Club, Sept. 5.
Lowell—Lowell Auto Club, Sept. 5.
Vanderbilt—Motor Cups Holding Company, Oct. 1.
Fairmount Park—Quaker City Motor Club, Oct. 8.
Savannah—Savannah Auto Club.

HILL CLIMBS.

Kansas City—Auto Club of Kansas City, April.
Bridgeport—Auto Club of Bridgeport, May 30.
Wilkesbarre—Wilkesbarre Auto Club, June 11.
Worcester—Worcester Auto Club, June 4.
Cleveland—Cleveland Auto Club, June.
Ossining—Upper Westchester Auto Club, June 18.
Plainfield—Plainfield Auto Club, July 11.
Richfield—Richfield Springs Auto Club, middle July.
Algonquin—Chicago—Chicago Motor Club, middle August.
Denver—Denver Motor Club, November.
Minneapolis—Minneapolis Auto Club.
St. Paul—Auto Club of St. Paul.

TRACK RACES.

Birmingham—Birmingham Police Relief Association, April 27.
Atlanta—Atlanta Auto Association, May 5, 6, 7.
Indianapolis Motor Speedway, May 29, 30 and 31.
Boston—Bay State Auto Association, May 30.
Brighton Beach—Motor Racing Association, May 30.
Philadelphia—Quaker City Motor Club, June 4.

TRACK RACES.

Columbus—Columbus Auto Club, June 14.
Indianapolis Motor Speedway, July 1, 2 and 4.
Dallas—Dallas Auto Club, July 4.
Cheyenne (Wyo.) Motor Club, July 4.
St. Paul—State Auto Association, July 4.
Wildwood—Motor Club of Wildwood, July 4.
Wildwood—North Wildwood Auto Club, July 4.
Wildwood—North Wildwood Auto Club, Aug. 6.
Cheyenne Motor Club, Aug. 17.
Cheyenne Motor Club, Sept. 5.
Wildwood—Motor Club of Wildwood, Sept. 5.
Wildwood—North Wildwood Auto Club, Sept. 5.
Galveston—Galveston Cotton Carnival, July.
Kansas City—Auto Club of Kansas City, July 23.
Philadelphia—Quaker City Motor Club, Aug. 6.
Indianapolis Motor Speedway, Aug. 12 and 13.
Indianapolis Motor Speedway, Sept. 2, 3, 5.
Minneapolis State Fair—Auto Club of Minneapolis and St. Paul, Sept. 5 and 10.
Providence—Rhode Island Auto Club, Sept. 9 and 10.
Indianapolis Motor Speedway, Oct. 7 and 8.
Dallas—Dallas Auto Club, Oct. 20.
New Orleans—New Orleans Auto Club, Nov. 5 and 6.
San Antonio—San Antonio Auto Club, Nov. 8, 9 and 13.
Atlanta—Atlanta Auto Association, Nov. 15.

PACIFIC COAST.

ROAD RACES.

Santa Rosa, May 9.
Portland Rose Carnival—Portland Auto Club, June 11.
Santa Monica—Licensed Motor Car Dealers' Association of Los Angeles, July 4.
Mt. Baldy, Sept. 10.
San Francisco—Portland—Auto Club of California, Oct. 23.
Los Angeles—Phoenix—Maricopa Auto Club, Nov. 24.

HILL CLIMBS.

Altadena—Licensed Motor Car Dealers' Association, Los Angeles, Feb. 22.
Mile High Hill Climb—Redlands Mile Hill Climb Association, March 1.

TRACK RACES.

Los Angeles Motor Racing Association, March 12 and 13.
Los Angeles Motordrome Company, April 8, 9, 10.
Los Angeles Motordrome Company, April 13.
Los Angeles Motordrome Company, April 15, 16, 17.
Los Angeles Motordrome Company, 24-hour, April 30, May 1.
Santa Rosa—Santa Rosa Auto Association, May 15 and 16.
Los Angeles Motordrome Company, May 29, 30, 31.
Los Angeles Motordrome Company, July 2, 3, 4.
Los Angeles Motordrome Company, Labor day.
Seattle—M. R. Guggenheim, Sept. 10, 11, 12.
Spokane—Spokane Interstate Fair.

every locality where contests will be held and known to the promoting clubs and associations in those localities.

Second—To the further end of establishing and maintaining the strict compliance of all entrants with the "stock" car requirements of the rules, a technical committee is provided, of which the associate member of the A. A. A. technical committee in the district where the contest is held, shall be chairman,

together with such other technical members as the promoter may appoint, to technically inspect all cars offered for competition and to prevent the entrance of other than bona fide stock cars.

Third—The third element to complete the organization of the contest board is found in the official representative of the board previously provided for, who will be in attendance at every contest to cooperate with the referee and the technical committee in the strict enforcement of all of the contest board rules.

Entries—The promoter is prohibited, under pain of disqualification, from advertising the proposed competition of any entrant in a contest until his entry has been actually made. The promoter is also required to secure a signed entry blank and entry fee from a proposed entrant, in order to bring such entrant within the jurisdiction of the contest

Handsome Collection of Automobile Prizes



WON BY CHALMERS-DETROIT AUTOMOBILES.

CIRCUIT OF AUTOMOBILE RACE TRACKS PROPOSED BY W. J. MORGAN OF NEW YORK

New York Race Promoter Thinks That the Business Could Be Given Impetus in This Way.

GIVES HIS REASONS

W. J. Morgan of New York, who has been an active figure in the promotion of automobile races in the South and the East, makes the proposal that a circuit of automobile tracks be established throughout the country.

As an argument in favor of his contention Mr. Morgan points out the success of the two-mile track at Atlanta, which, according to report, cleared about \$25,000 at the last meet. The original investment at Atlanta, it is said, was \$250,000, so that the promoters are satisfied with their first meet. The moderate success of the meet at Brighton Beach recently, which might have been made greater if the track had been fast and safe, is taken as another example.

"Although it is a well-known fact that auto meets in the past have not paid except in spots, the promoters could remedy matters if they founded their tracks from a real estate point of view," says Mr. Morgan. "For that reason the Indianapolis track will eventually make its promoters break even or possibly make them money, as the immense property on which the track and buildings are situated is most desirable and close to town, and is reached by the trolleys, so that in a few years the property can be cut into good paying lots."

"The same can be said of Atlanta. The track was built by a very wealthy man. It is situated on the trolley line, eight miles from the city, with a good road leading to it. This property will be worth a lot of money in a few years, and it is quite possible that both the Indianapolis and Atlanta owners can sink a quarter of a million dollars in their track and then come out even."

"A track in Chicago should pay, also in Detroit. There is plenty of comparatively cheap, level land at Chicago, reached by splendid transportation facilities, and the same can be said of Detroit. It is only a matter of time when such cities as Detroit will forbid manufacturers testing thousands of automobiles yearly over the public roads, and a track will be a necessity, rather than an experiment, financially."

"Large, safe speed tracks will possibly also act as a safety valve for speed mania. When a driver can reach a track and send his machine over it at its top speed, that may satisfy him, and he may use the public roads thereafter in a safe and sane manner. This may also prevent many accidents which speeding causes. For this reason safe tracks for automobile racing should be encouraged. Of course, New York must have a big, safe and fast track, and two or three propositions are already under way."



THE WHEATLEY RACE PRIZE.
Won by Marmori car.

board's discipline in case of his failure to appear.

Certified trials—To put the stamp of authenticity upon any special form of road trial or test of an individual motor car or accessory, the maker, owner, agent or dealer may secure from the contest board an official sanction for such trial, which will be carried on under the supervision of a representative of the contest board under the general rules and the special rules of the board in such case provided.

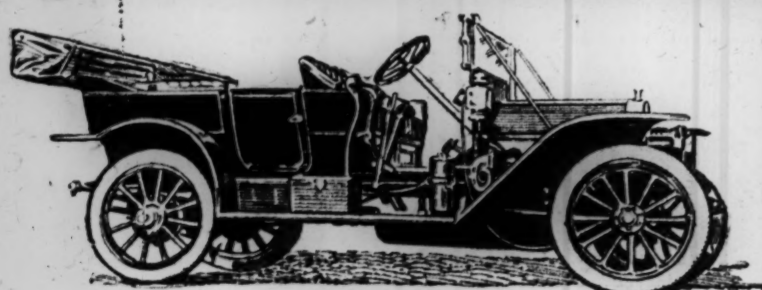
Records—To prevent the indiscriminate advertising and improper comparison of performances or alleged records, all claims of records must be made to the contest board within 10 days of their accomplishment and no record shall be advertised until accepted and allowed by the contest board. The board may reject any claim which in its opinion would not promote the best interests of the sport.

No claim for a record at a distance under one mile and up to five miles will be allowed unless taken with a recording automatic timing device and the actual recorded evidence submitted.

Supplementary regulations—In order

(Continued on Page Eight.)

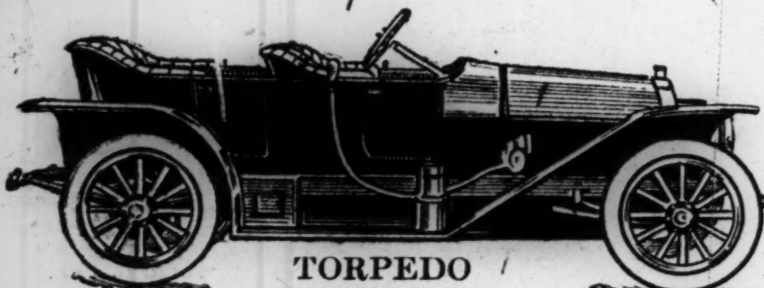
SPEEDWELL



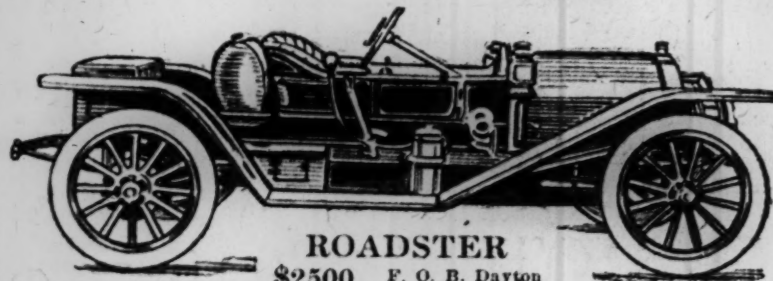
TOURING CAR

These specifications apply to all models

121-Inch Wheel Base
5-in. x 5-in. Engine
Vanadium Steel Gears
Straight Line Drive
Bosch Dual Ignition



TORPEDO

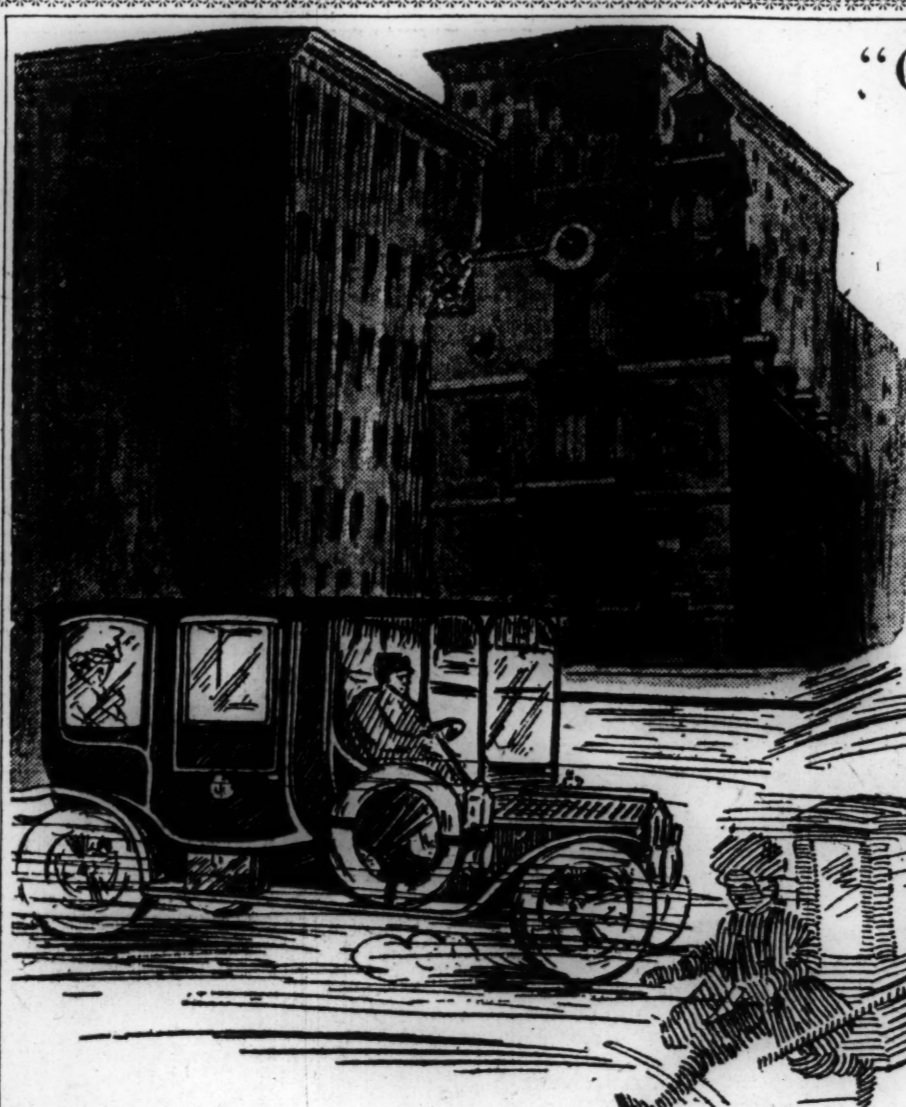


ROADSTER
\$2500 F. O. B. Dayton

You are invited to inspect our new quarters, 162-172 Columbus Avenue, next to the Cadet Armory. Centrally located, thoroughly equipped mechanical department with new up-to-date machinery, we are in position to give our patrons the best of service.

THE CURTIS-HAWKINS CO.

Next to Cadet Armory Tel. Tremont 339 162-172 Columbus Ave.
Licensed under Selden Patent.



"Grandeur Than Ever" 8th Annual Automobile Show

Auspices Boston Automobile Dealers' Ass'n.

Mechanics Building

Opens Tonight

AT 8 O'CLOCK

All Next Week

10 a. m. to 10:30 p. m.

360
EXHIBITS
360

Every recognized standard automobile, motor cycle and accessory manufacturer will exhibit.

3 ORCHESTRAS 3

Open 10 A. M. to 10:30 P. M.

GORGEOUS DECORATIONS—"SPRINGTIME," With Acres of LIVING FOLIAGE

ADMISSION 50 CENTS

Wed., Mar. 9th, \$1.00

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Back Bay, or, if preferred, a rep-
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AUTOMOBILES

Massachusetts Auto Co.

52 Church St., off Park St.

3rd—The original owner has stood the first depreciation and should you want to sell the car you would lose little if any money invested. The above applies only to cars that are sold under a warrant or guarantee.

SEE OUR EXHIBIT OF 40 CARS
AT THE INDEPENDENT AUTO SHOW
MUSEUM OF FINE ARTS, COPLEY

Also a few housekeeping apartments of 2, 3, 4 rooms each, with bath and kitchen, just remodeled with every convenience; decorating to suit tenant; at Hotel Majestic, 888 Mass. ave., Cambridge; 15 minutes from Park st. Janitor on premises, or full particulars of I. NESSON, 101 Tremont st.

Haddon Hall
COMMONWEALTH AVE.
Corner of Berkeley Street
Every room an outside room with sunny exposure. Modern improvements. Dining room in building. Apply at building or

to CABOT, CABOT & FORBES, 60 State Street, Boston.

NEW APARTMENTS

LIGHT HOUSEKEEPING

394 Mass. ave., near Symphony Hall, 2 and 3 rooms, tiled bath and kitchenette, coal, hot water, steam heat and janitor services; all outside rooms; passenger and freight elevators. Apply to Janitor on

premises or L. V. NILES, 60 State st. Tel. Main 5017.

Waverley Hall — Cambridge
Sulte Two Rooms and Bath, \$27.50
Sulte Four Rooms and Bath, \$20.50
Steam heat, continuous hot water, elevator service. Apply 115 Mount Auburn st., near Harvard square.

FREE RENT TILL APRIL 1. *
New Apartments, 7 rooms, all improvements; \$c. fare to Boston. \$28.00. Address C 548, Monitor Office.

TO LET—1, 2 and 3 rooms, kitchenette and bath; steam heated; continuous hot water. Apply to E. J. LEWIS, 200 Huntington ave. Tel. B. B. 1941-2.

FURNISHED APARTMENTS for light housekeeping in desirable location. A. E. B., 3 Sanderson st., Greenfield, Mass.

FINANCIAL

7% PREFERRED STOCK
Quarterly dividends, tax free.
In Mass. and other profitable
business, reliable management.
Investigate. Write or call.
Fuller-Hammond Cranberry
Co., 24 Milk st., Boston. Room 512.

Rare Chance Fine Opening
Growing table water business, established by owner of well-known springs 1894, wants man with capital to take whole

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Co., 24 Milk st., Boston. Room 512.

Rare Chance Fine Opening

Growing table water business, established by owner of well-known springs 1894, wants man with capital to take whole or active interest with owner. HALLETT TABLE WATER CO., Bridgeport, Conn.

WANTED—Printer capable of taking charge of small plant, to take small inter-

est in established business. J. LOWEN-
HAUPT, 640 Broadway, Brooklyn, N. Y.

SUMMER COTTAGES TO LET

FURNISHED SUMMER COTTAGES for
rent in a desirable locality near the water-
front; a beautiful harbor for sailing and
lots of boats upon it at reasonable prices;
the best of macadamized roads all through
Cape Cod; beautiful water or land views;
nice bathing; rents from \$250 to \$700. Ad-

OFFICES TO LET

TO SUBLET—During the day 2-room apartment on first floor; suitable for practitioner's office; excellent Back Bay location; terms moderate. D 502, Monitor Office.

PRACTITIONER'S OFFICE IN New York
to sublet for afternoons: near elevated.

subway and street car lines; terms moderate. A 6, 2003 Metropolitan bldg., N. Y.

TO LET

FOR RENT—Bakery, including large store room, ware room, bakeshop and all baking utensils; also brick oven; reasonable. Inquire 402 E. Second st., Oil City, Penn.

BUSINESS CHAMBERS TO LET
NEW STORES
 594-398 Mass. ave., near Symphony Hall.
 Large display windows, steam heat and all
 conveniences, 640 sq. ft. floor space in each.
 Improvements made to applicant ready to
 occupy at once. Apply for full particulars
 to L. V. NILES, 60 State st.

CHARMING APARTMENTS \$55 384
 ROXBURY ST.

BUSINESS CHAMBERS } 30 BOSTON ST.
BOSTON
Single \$20, \$25, \$30; all conveniences.

BICYCLES

BICYCLES—All sizes, \$15 up; folding bicycles, \$25, \$35, \$50; building, repairing; catalogue free. KALLAJIAN, 517 COLUMBUS AVE., BOSTON.

AUTOMOBILE ACCESSORIES

MATTAPAN MOTOR CAR CO **MATTAPAN SQUARE.**
Telephone Milton 21510
All kinds of automobile accessories in stock
Automobiles thoroughly over-
hauled and
REPAIRED

AUTOMOBILES

FOR SALE—Several good second-hand cars of various makes, including one Stevens-Duryea runabout, one Elmore touring car, one Queen fouring car; also some good bargains in used Ramblers, that have been thoroughly overhauled and repolished, which were taken in trade for

FOR SALE—A 45 H. P. 1900 seven-passenger Rambler touring car fully equipped with magneto, top, top envelope, glass front, spare wheel and tire; this car has been thoroughly overhauled, and will be sold at a bargain. Drawer B, Fenway Station.

FOR SALE—Seven-seat White Steamer in

FOR SALE—Mercedes car, one year old; mahogany landaulet body; guaranteed positively in A1 condition. Will be sacrificed for quick sale. C 549, Monitor Office.

FOR SALE—1908 Royal Tourist Limousine; good condition; can be seen at 54 Winchester st., Brookline. Tel. 730 Brook-

THE CHRISTIAN SCIENCE MONITOR
Classified Advertising Columns bring re-
turns. A telephone call to 4330 Back Bay
will give you information as to terms.

STODDARD-DAYTON.....	\$1500	PREMIER ROADSTER.....	\$1200
1908-K. ROADSTER. MASS. AUTO CO.		1900. MASS. AUTO CO.	
STODDARD-DAYTON.....	\$1500	PREMIER ROADSTER.....	\$1675
1908-F. T. CAR. MASS. AUTO CO.		1909. MASS. AUTO CO.	
'07 PEERLESS.....	\$1800	PREMIER T. CAR '09.....	\$1900
MASS. AUTO CO.		MASS. AUTO CO.	
ROYAL TOURIST.....	\$1600	PREMIER T. CAR '08.....	\$1000
MASS. AUTO CO.		MASS. AUTO CO.	
BERLLET Limousine.....	\$2500	APPERSON T. CAR.....	\$1000
STODDARD-DAYTON.....	\$1900	MODEL I. MASS. AUTO CO.	
1909-F. T. CAR. MASS. AUTO CO.		STEARNS T. CAR, 7 PAS.....	\$1500
STODDARD-DAYTON.....	\$1900	1907. MASS. AUTO CO.	
1909-K. ROADSTER. MASS. AUTO CO.		POPE-HARTFORD.....	\$1900
STODDARD-DAYTON.....	\$850	T. CAR, 1908. MASS. AUTO CO.	
1908-H. ROADSTER. MASS. AUTO CO.		POPE-HARTFORD.....	\$1000
ALCO.....	\$4750	T. CAR, 1907. MASS. AUTO CO.	
MASS. AUTO CO.		T. CAR, 1908. MASS. AUTO CO.	\$1900
MAXWELL MODEL D.....	\$800	INTERSTATE T. CAR.....	\$1300
MASS. AUTO CO.		1909. MASS. AUTO CO.	
STODDARD-DAYTON.....	\$1900	POPE-HARTFORD.....	\$1650
1909-F. T. CAR. MASS. AUTO CO.		ROADSTER, 1908. MASS. AUTO CO.	
STODDARD-DAYTON.....	\$1800	POPE-HARTFORD.....	\$2300
1909-K. ROADSTER. MASS. AUTO CO.		ROADSTER, 1909. MASS. AUTO CO.	
'07 BERLLET.....	\$2000	SPEEDWELL T. CAR.....	\$1900
MASS. AUTO CO.		1909. MASS. AUTO CO.	
STODDARD-DAYTON.....	\$1800	POPE-HARTFORD.....	\$1100
1909-F. T. CAR. MASS. AUTO CO.		ROADSTER, 1907. MASS. AUTO CO.	
STODDARD-DAYTON.....	\$1500	POPE-HARTFORD.....	\$1350
1908-K. ROADSTER. MASS. AUTO CO.		T. CAR, 1907. MASS. AUTO CO.	
STODDARD-DAYTON.....	\$1600	ATLAS T. CAR '08.....	\$1000
1909-F. T. CAR. MASS. AUTO CO.		MASS. AUTO CO.	
STODDARD-DAYTON.....	\$900	POPE-TOLEDO '07.....	\$1350
1907-F. T. CAR. MASS. AUTO CO.		MASS. AUTO CO.	
THOMAS.....	\$900	BUICK MODEL D '07.....	\$900
Stoddard-Dayton '09-A.....	\$1700	MASS. AUTO CO.	
MASS. AUTO CO.		PEERLESS T. CAR '06.....	\$1100
ALCO.....	\$4500	MASS. AUTO CO.	
MASS. AUTO CO.		CHALMERS 40.....	\$1950
'07 MAXWELL.....	\$325	ROADSTER, 1909. MASS. AUTO CO.	
MASS. AUTO CO.		PEERLESS T. CAR '07.....	\$1350
'08 POPE-HARTFORD.....	\$1500	MASS. AUTO CO.	
ROADSTER. MASS. AUTO CO.		BUICK MODEL G '07.....	\$550
STODDARD-DAYTON.....	\$1800	MASS. AUTO CO.	
1909-K. ROADSTER. MASS. AUTO CO.		NAPIER RUNABOUT '07.....	\$750
STODDARD-DAYTON.....	\$2000	MASS. AUTO CO.	
1909-F. T. CAR. MASS. AUTO CO.		PEERLESS T. CAR.....	\$1750
Thomas Roadster '08.....	\$1200	7-PASSENGER, 1907. MASS. AUTO CO.	
MASS. AUTO CO.		CADILLAC T. CAR '07.....	\$400
STODDARD-DAYTON.....	\$1600	MASS. AUTO CO.	
ROADSTER, 1908. MASS. AUTO CO.		WHITE STEAMER '05.....	\$400
THOMAS-DETROIT.....	\$1200	MASS. AUTO CO.	
ROADSTER, 1907. MASS. AUTO CO.		MAXWELL T. CAR '08.....	\$850
NAPIER, 6-CYL., '07.....	\$1250	MASS. AUTO CO.	
LIMOUSINE. MASS. AUTO CO.		AERO T. CAR '07.....	\$750
CHALMERS-DETROIT.....	\$1900	MASS. AUTO CO.	
T. CAR, 40-h. p., '09. MASS. AUTO CO.		PENNSYLVANIA T. CAR.....	\$1100
AUTOCAR Runabout '08.....	\$450	1907. MASS. AUTO CO.	
MASS. AUTO CO.		RAMBLER T. CAR '07.....	\$400
LAMBERT T. CAR '07.....	\$550	MASS. AUTO CO.	
MASS. AUTO CO.		MAXWELL RUNABOUT.....	\$350
ROYAL TOURIST '08.....	\$1750	1906. MASS. AUTO CO.	
ROADSTER. MASS. AUTO CO.		MAXWELL T. CAR '07.....	\$600
ROYAL TOURIST '06.....	\$850	MASS. AUTO CO.	
T. CAR. MASS. AUTO CO.		WAYERLEY ELECTRIC.....	\$500
STODDARD-DAYTON '07.....	\$900	MASS. AUTO CO.	
T. CAR. MASS. AUTO CO.		NORTHERN LIMOUSINE.....	\$750
HAYNES T. CAR '07.....	\$900	1907. MASS. AUTO CO.	
50-H.P. MASS. AUTO CO.		NORTHERN T. CAR '07.....	\$750
COLUMBIA T. CAR '07.....	\$750	MASS. AUTO CO.	
MASS. AUTO CO.		RAMBLER 4-CYL. T. CAR.....	\$650
COLUMBIA T. CAR '07.....	\$900	1906. MASS. AUTO CO.	
MASS. AUTO CO.		POPE-HARTFORD T. CAR.....	\$950
BUICK MODEL 10 '08.....	\$600	MODEL L, 1908. MASS. AUTO CO.	
MASS. AUTO CO.		POPE-HARTFORD.....	\$1150
ELMORE T. CAR '09.....	\$1300	T. CAR, MODEL M, 1908. MASS. AUTO CO.	
MASS. AUTO CO.		PREMIER T. CAR '07.....	\$750
NAPIER RUNABOUT '07.....	\$550	MASS. AUTO CO.	
MASS. AUTO CO.		BUICK MODEL F.....	\$650
POPE-HARTFORD.....	\$2000	F. T. CAR, 1907. MASS. AUTO CO.	
F. CAR, 1909. MASS. AUTO CO.		MATHESON '08 T. CAR.....	\$1750
THOMAS 40.....	\$1350	MASS. AUTO CO	

All of the above cars in good condition and subject to demonstration. We are the only dealers who warrant cars sold.

MASS. AUTO CO., 52 CHURCH ST., OFF PARK SQ.
TELEPHONE 110 TREMONT

DODGE MOTOR VEHICLE COMPANY

•25 IRVINGTON ST., BOSTON

Two Minutes' Walk from Mechanics Building Tel. B. B. 4170

Offer the following guaranteed cars, fully equipped, at prices you cannot duplicate

POPE-HARTFORDS (Overhauled and Painted)		OTHER MAKES	
1 '06 TOURING CAR		1 '09 Speedwell Pony Tonneau	
		1 '08 Atlas Touring Car	

4 '07 TOURING CARS	2 '08 Oldsmobile
2 '07 ROADSTERS	1 '08 Overland Roadster
3 '08 TOURING CARS	1 '10 Buick Touring Car
2 '07 ROADSTERS	1 '07 Autocar Runabout
	1 '09 Oldsmobile Poly Tonneau

3 '09 TOURING CARS
1 '09 ROADSTER

1 '07 Stevens-Duryea Touring Car
3 Waverley Electrics.

Now is the time to buy. Come in and talk it over or

look us up at the show—Space 11. ✕



Telephone

Your advertisement to 4330 B. B. or, if preferred, a representative will call to discuss advertising

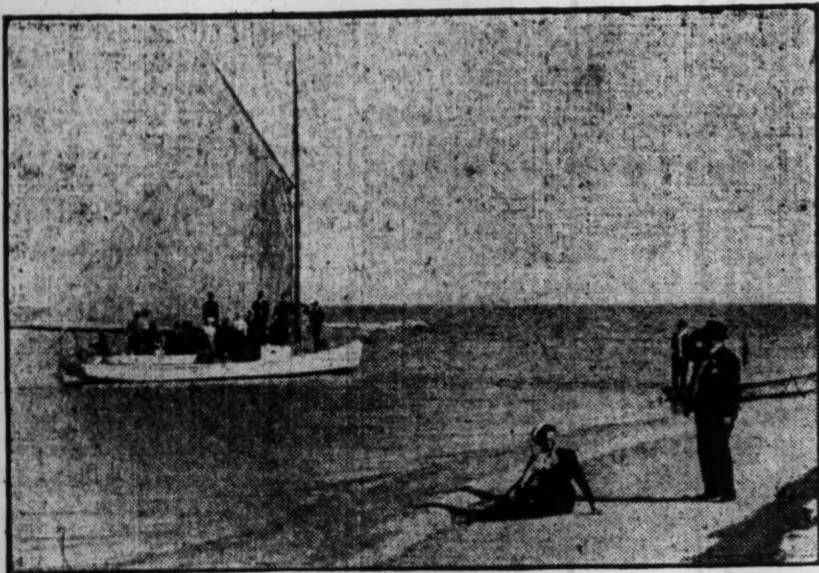
Classified Real Estate

Telephone

Your advertisement to 4330 B. B. or, if preferred, a representative will call to discuss advertising

On November 24th We Stated:—"Twenty men will join us in this enterprise when they know the facts" and that "we want associates, not merely investors and emphatically not speculators;" that we "want men who are willing to investigate facts and who are able to discriminate between opportunity and speculation."—Series A is closed!

Read This Endorsement



On Matagorda Bay, Adjacent to Our Property.

WE THE UNDERSIGNED, having visited the property of the Port Lavaca Orange Grove Company and investigated the Citrus Fruit possibilities of the Gulf Coast of Texas, endorse the conservative statements made to us severally in the company's correspondence and literature.

We are of the opinion, after considering the business aspects of cost of production, markets, visible and prospective demand and supply, transportation and cooperative advantages, that association with the gentlemen of this company offers a conservatively safe investment which may be counted upon to produce large and increasing income for many years.

At the grove property, development work was well under way and the first series was being planted after months of preparation.

It must be favorably looked upon that we were invited to inspect as buyers at so early a stage in the developments and that too, in the middle of a season which has been severe all over the United States.

We found the climate delightful and the location a beautiful and ideal one for these groves and gardens of The Port Lavaca Orange Grove Company.

Every scientific equipment and precaution is evidently being carefully attended to and we are assured of the continuance of the same effective administration of our groves through the associated interests of those groves which are to be permanently held by the company.

To summarize our endorsement:—it is our opinion that the details of the offer of The Port Lavaca Orange Grove Company are advisedly made and worthy of confidence.

At the Property of The Port Lavaca Orange Grove Company, Port Lavaca Texas, January 22nd., 1910.

A. J. Gould

Summit, Tenn.

L. H. Smith, Malden, Mass.

H. C. Lee, Newburgh, N.Y.

Edwin L. Smith, Malden, Mass.

Dr. Theo. Griffin, 10 W. 9th St., Kansas City, Mo.

Les. Pennington, Denver, Colo., 1720 Washington St.

A. B. Rochlin, Brooklyn College, Brooklyn, Tenn.

W. L. Grant, M.D., El Campo, Tex.

H. Ogden, 916 S. Leavitt St., Chicago.

Answers to inquiries are promised upon application to any of the above, if stamp for reply is enclosed.



Our Inspection Party in an Orange Grove on the Gulf Coast of Texas, Jan. 20th.

What We Do for You

While you are preoccupied in your profession or specialty, we are in the same manner engaged in ours, prepared to do for you that which your training has not prepared you to perform. If you, a business man, a lawyer, dentist, educator, or any other kind of specialist, were to undertake to build an orange grove, even if you had the time to do it yourself, you might easily fail or squander money in excessive cost, just as your client or your patron would blunder were he to undertake to do your work for himself instead of coming to you. We stand in the same relation to you as you do to your client or your patron. We can do this for you at the cost and with the guarantee, because we are grove specialists. If you were to undertake this for yourself, the question would naturally arise:—Could you not make more money from your chosen profession and from its profits pay us for doing the work of bringing your grove to a profitable, bearing condition? We offer to do this at a price we know is reasonable. Further, the skill and specialized knowledge we shall use in building your grove entitles us to a profit. Remember also, we care for all details until maturity and afterward if you wish, thus assuring you the safety of your investment.

This Company does not make deed for less than 5-acre tracts as our land is thus subdivided, but does not object to two or more owners. Our price for each grove is \$3000, of which one sixth must be paid down when reservation is made; balance in monthly, quarterly or semi-annual payments. We charge no interest on deferred payments. It is within the range of possibility that the crops at the end of the fifth year will pay back the investment. Our charge for caring for your grove after the third year is 25% of the crops. Call for and read our booklet and remember this is our last public announcement.

THE Company now offers Series B on same terms and conditions as Series A. This is the last public announcement of our enterprise. Applications will be accepted and filed in the numerical order in which they are received.



The Port Lavaca Orange Grove Co.

Subscription Headquarters

Hanna Building, Bloomington, Illinois

We Offer You

An ideal winter as well as summer retreat where your vacation can be spent without sacrificial expenditures. Here in our Japanese Garden Village you may build your bungalow, free. The upkeep of this Garden is at the expense of the Company.

The selected land for this garden feature borders on beautiful Matagorda Bay where plenty of fishing, duck hunting, sailing, bathing and other diversions can be found.

Joined to the residential feature is your five-acre tract which will come into bearing profitably the third year.

The Company will, upon payment of \$500, reserve you a five-acre tract in Series B, with balance payments to suit.

SIGN AND MAIL THIS COUPON

THE PORT LAVACA ORANGE GROVE CO.,

Bloomington, Illinois.

Gentlemen: Please forward to me at once your illustrated booklet in regard to your offer, together with such other information as you may have.

Name.....

Address.....

STES BOSTON AND N. E.

CLERICAL work wanted at home
to start; good education. Address C
Monitor Office. MR. NEEHA

CLERKING wanted by young man, 25 years experience, where there is no chance of advancement; best of references. **CHARLES LEE, 496 Sumner st., Boston, Mass.**

CLOTHING SALESMAN is desirous of a position with first-class house; control a paying clientele; satisfactory credentials. **BRYANT, care of Le Bros, 70 Bedford st., Boston.**

COACHMAN-CARETAKER, married on 10 years, desires position on a large estate. **W. J. GILBERT, 1011**

COACHMAN, butler, or all-round in servant age 30; applicant resides in Weymouth, Massachusetts; best reference at STATE FREE EMP. OFFICE & Kneeland St., Boston. Mention No. 2658.

COLORADO BOY (IT), speaks Spanish Italian, wants a position with a private family as butler or general man; nice, boy. Apply MRS H. G. PRESBY (agency), 486 Boylston st., Boston.

CHATEAU-FLOR

COMMERCIAL residence Fall
lumber and fertilizer; references. 8
Me.; All experience and references. 8
FREE OFFICE. 8 Kneland St.
ton. Mention No. 2657.

COLLECTOR REAL ESTATE (21)
position; will take anything with
able salary. Write H. H. T., 30 Cro
Malden, Mass.

COMPOSITOR and linotype opera
sires position in Boston; original, in
and conscientious; strictly temperate
machine between 3000 and 4000
Adrian B. 4060

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land;
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good all-round man. Available for Office.

COST CLERK (26) desires change experienced machine shop; understates land costs thoroughly; now employed dress B 521 Monitor Office.

CYLINDER pressman desires competent, experienced, good habits A., 308 Columbus av. Boston.

DENTIST, graduate, registered experienced, desires position with party. C 548, Moon. Married.

DEMONSTRATOR—In stores; would like position in store; where; honest, good habits; fair wages. O. A. BALCH, South Acton, Mass.

DESIGNER—Young man would like an assistant in designer's office. V. C. GOLDBER, 27 Thetford street, Mass.

DRIVERS of all kinds; experienced. CORD EMPLOYMENT AGENCY, N. H.

DRAPERY WORKER, experienced in making and alterations. N. H.

work, also
series, cushions, slip-covers,
by day or week.
HARDY, 8 Clifton pl., Boston.

DRUGGISTS OR TR
position; some experience a
drawing. JOHN B. MCGOVI
Summer st., Somerville, Mass.

DRUGGIST, reg. Ph. G. wish
capable, best ref., will go anywh
ETT A. GRAVES, 144 Congress
Mass.

ELECTRICIAN "wants wor

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Autos
Cranston st., Jamaica P.
EMPLOYMENT wanted of
WILLIAM JORDAN
erens. Lowell, Mass.
av., Lowell, Mass.
EMPLOYMENT desired do
tout work; reasonable pay
TOM PARKER, 692 Tremont
Mass.
ENGINEER desires posit
experience running steam
boiler; capable, temperate
references. J. A. MOUNTAIN
P.O. Box 100, Lowell, Mass.

age; steady
 DAVIES, 43
 desires office
 prospects are
 at accountant.
 300 Essex-st.
 Correspondence clerk
 For interview
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4 Boylston st.
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373 Claren-

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GORDON, 58 Beech st.,
— FIREMAN, first-class
JAMES DANIELS, 10 F
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FOREMAN wants pos
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GARAGE MAN—Hones
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ALFRED COV
Malden, Mass.
GROCERY CLERK
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CLARENCE A. HALL
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HOTEL MAN. C
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1910. H. B. WHITE
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 JAMES ANDERSON,
 Ashbury, Boston. 8
 shops clerical work in
 experience; man of
 business. college education.
 J. S. Swampecott.

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 and experience; \$8 to
 ATE FREE EMP. OF
 1 st., Boston. Mention
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Hanson st., Boston
 JANITOR—Fir
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 A. LEESE, 44
 Mass.



MOTOR CAR MAKER FOR RESTRICTIONS IN AUTO RACING

W. T. White Favors Reforms
in Contests of Stock Classes
—Would Buy at the List
Price.

WOULD HELP GAME

That additional restrictions are necessary in order to insure that cars taking part in contests, particularly in races, are bona fide stock cars, is the opinion of Windsor T. White, president of the White company. Mr. White proposes a rule whereby any machine entering in a contest may be claimed by any other entrant on the payment of the list-price of that car.

"I think no one will dispute the statement that there has been much ground

EXPENSE OF MAKING AND SELLING AUTOS DETERMINES PRICES

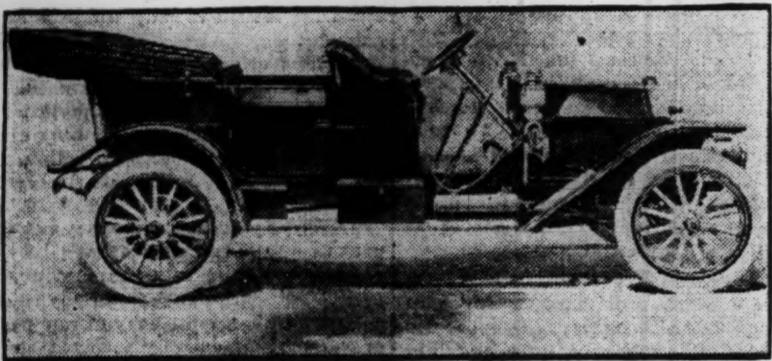
Manufacturer Creates Surprise
When He Declares Profit
on Car Has Been Only
Thirty-Seven Dollars.

MANY COSTLY ITEMS

People who have been remarking upon the supposed big margin in the manufacture of motor cars were surprised recently by the statement of a big manufacturer that he had been making a profit of but \$37 on a certain popular car.

Sales prices of automobiles on the market today are apt to be viewed in a different light by those who have investigated the cost of marketing the product once it is turned out at the fac-

Stoddard-Dayton 10-F Touring Car



for dissatisfaction with and distrust of the stock car racing situation," said Mr. White, in disclosing the proposed reform. "The examination of contesting cars at race meets is necessarily of the most superficial character and generally discloses nothing more than that the cylinders are of the proper dimensions and that the general arrangement of parts is the same as in the stock model. Such an examination cannot reveal, for example, whether or not the racing car has a chrome-nickel steel crank-shaft (when real stock cars of the same make use only common machine steel) or whether or not there has been a similar substitution of materials throughout.

"The public has had ample reason to be suspicious. For example, they have not understood why it was necessary for a 'stock' car which competed one week in New York to be rushed by express to compete in Minneapolis or New Orleans the next. The ordinary citizen would imagine that any car in Minneapolis or New Orleans would fully size up to the true capabilities of the stock car and could be used.

"With this unsatisfactory situation confronting automobile racing, why should we not avail ourselves of the experience of a much older line of sport, wherein various protective measures have been devised for safeguarding the interests of the public as well as of contestants? I refer particularly to the regulations covering what are known as selling races. I believe that these regulations could be applied with advantage to all stock car racing in this country, with the result that any car entering a stock car race could be claimed by any other contestant in the race on payment of the list-price of the car.

"By the enactment of such an amendment to the automobile racing rules, motor racing in this country would receive a tremendous boom. There are many manufacturers and agents who would be very willing to engage in various kinds of speed contests if they were assured that they would be confined to stock models. But at present they feel that the cars which are being sent first to one city and then to another to engage in race meets are not bona-fide stock cars."

tory. It is a complex system of machinery through which the finished car finds its way to the purchaser. One may wonder, after looking into conditions, that many of the cars are offered at so extremely low prices.

Of course, advertising is one of the big items in the manufacturers' expense account, thousands of dollars, even hundreds of thousands of dollars, are the yearly appropriations for this purpose. Pages and double pages are taken in publications, where the cost is as high as \$2000 a page, and it is a rule of the wise advertising man not to use such space only once, but to follow it with advertisements of equal, or even greater size.

But makers do not expect to sell cars by this advertising. They know that it is necessary in order to keep the name of the car before the public. It is important that when a man thinks of buying an automobile and asks for a test he will have in mind the car that the manufacturer or his dealer wishes to sell him. The more prominently this name, and the more favorably it can be brought before the future purchaser, the more likely is he, first of all, to go to the agent of that car for proof—sometimes with his check already made out. Then it is the agent's business, through his trained salesman, to show the "prospects" that the "Get-there-mobile" is the best car on the market.

Reliable factories contain one room at least marked "No Admittance," which is an expensive thing to maintain, but very necessary. It is fitted with a spring lock, and there are but two keys—one is kept by the chief designer, the other in the company's safe in a sealed envelope. Of course, this is the designing room, where the chief designer, aided by a corps of draftsmen, works the year round. Their work brings into actuality many things that are consigned to the scrap heap, but their object is to improve the completed car by refinement of detail, or more radical measures. This is an expensive department.

The interest on money invested in an automobile factory is a large item; besides, there is annually a great deal of money put into raw material and special parts in advance of the selling season.

Automobile Robes

Your comfort is secured if you use the "Sho-Fur" Robe. Just look at this picture and see the comfort feature sticking out all over this splendid robe. We also have special robes for the tonneau.

It is the only make of robe that has a special windshield lap. Price from \$6.00, according to quality.

We also carry a full line of all grades and styles of automobile and carriage robes. Call and inspect the same. We will be glad to show them to you and explain their merits.

Sartwell, Heinold & Humphrey

39-41 High Street

BOSTON

Tel. Main 2920.

STEVENS-DURYEA MOTOR CARS

SCIENTIFICALLY DESIGNED

A Famous New England Product

PIONEERS IN

THE UNIT POWER PLANT, WITH THREE POINT SUPPORT.

DRY MULTIPLE DISC CLUTCH.

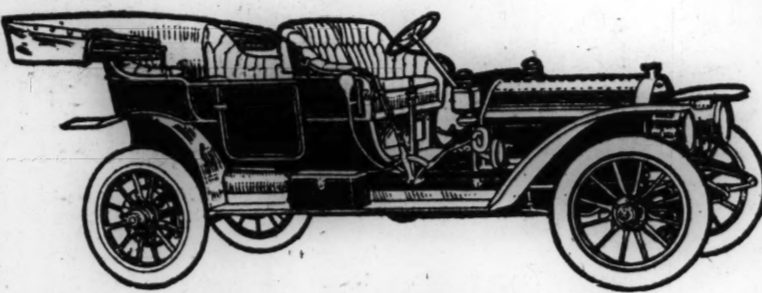
REMOVABLE PISTONS WITHOUT DISTURBING CYLINDERS OR CRANK SHAFT, ALUMINUM BODIES.



6-CYLINDER, 7-PASSENGER, \$4000 (Top Extra.)

Square and Taper Square

unite each section in the drive line from fly wheel to rear hubs, and the forging of pinion gear integral with shaft is as fine an example of engineering skill as is exemplified in the manufacture of motor cars.

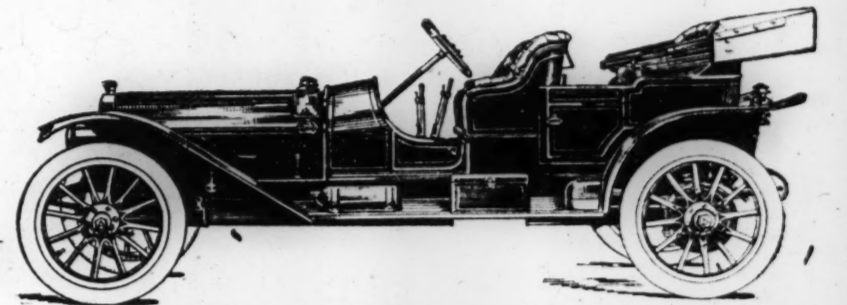


4-CYLINDER, 5-PASSENGER, \$2850 (Top Extra.)

Accessibility

A most convincing feature

SEE THEM



6-CYLINDER LIGHT TOURING ROADSTER, \$3300 (Top Extra.)



Manufactured by
Stevens-Duryea Co.,
Chicopee Falls, Mass.

The J. W. Bowman Co., 911 Boylston St.

Licensed under Selden Patent



CAR CONSTRUCTION SHOWS NO RADICAL CHANGES THIS YEAR

New Features Consist Mainly
of Modifications of Ap-
proved Types or of Mechan-
ical Refinements.

POINTS IN COMMON

There are no radical changes to note in the new car construction for the current year. The new features are mainly modifications of practice adopted last year, or the result of the continuous striving toward greater mechanical refinement.

In fairness it must be said that each car of merit has some particular feature upon which the designer rested his work. Whether one feature is better than another is a matter of opinion in nearly every case.

A guide that the novice to motor mechanics may find of value, though not an infallible rule, is the practice of the majority. The utilization of a certain system by many makers indicates superiority. Yet it must be remembered there are cases where a maker has utilized a feature of his own designing and that he would not likely have done so had he not believed it a little better, a little nearer the ideal.

There is no noticeable increase this year in the making of six-cylinder cars. Upward of 10 prominent makes are manufactured as sixes, notably the Mitchell, Stearns, Peerless, Oldsmobile, Stevens-Duryea, Franklin, Thomas, Kissell Kar and Matheon. All of the latter are also made in four-cylinder form.

There are a half dozen makes of magnetos to be found on the cars this year, but it is significant that there is not a car, with the exception of the low-power Reo, the Brush, some commercial cars and the high-wheel buggies, that has not a magneto of some kind for ignition.

Clutch construction this year shows more variation than last season. The cone clutch is being brought once more into more general use, while the other types along the principle of the disc clutch have equal if not greater prominence. The expanding band finds a number of users this year, as does the plate clutch with inserts.

For each advantage may be claimed without contradiction. In some cars there are noticeable endeavors toward refinement of this connection between the power plant and the driving shaft, and some, despite their novelty, appear attractive to the mechanical mind.

The three-speed forward transmission, through sliding gears of the selective type, are largely in the majority this season, as last, but there is greater evidence of new appreciation of the merits of four speeds forward.

The most popular motor power ranges from 28.9 horsepower to 36.1 horsepower. As in previous years, some makers build cars of high power, but there is little demand for them.

Handsome Auto Prize



WHEELER & SCHEBLER TROPHY.
Now held by the Jackson Company.

PITTSBURG AUTO CLUB IS GROWING

PITTSBURG—The annual meeting of the Automobile Club developed that much progress has been made during the year, 149 members having been added to the roll. Edward Kuehlend was unanimously elected president for a third term. Other officers elected were: Vice-presidents, Edward J. Kent, William N. Murray and William A. Seif; secretary, Paul C. Wolff; treasurer, William A. Heyl, and governors, Dr. John A. Hawkins, Clarence B. Saupp and Norwood Johnston.

The number of exhibitors who have engaged space at the coming automobile show at Duquesne Garden is increasing, and 83 cars have already been assigned to positions. As the space is limited only a few more can be accommodated.

POLISHED CHASSIS OF LOCOMOBILE WILL BE ON EXHIBITION

Much Interest Will Be Taken
in Make of Car That Won
the Vanderbilt Trophy Last
Year.

HAS SHAFT DRIVE

One of the most complete and attractive exhibits in the Mechanics building auto show will be that of the Locomobile Company of America. Every year since the first automobile show was held there, the Locomobile company has been one of the most prominent exhibitors, its display always having been characterized by an aristocratic air, for there is refinement and beauty showing in every line of its product.

This year the company is outdoing all its past efforts in the show line. There will be shown a 30-horsepower shaft-drive polished chassis with the radiator removed in order to allow a better view of the engine. On this chassis the nuts and bolts are blue, and the cylinders and castings are white enameled. There will also be shown a 30-horsepower shaft-drive five-passenger touring car. This is painted a light coaching red with light red stripings. It is attractively upholstered in red tufted leather and equipped with cape top, covered in new dark figured material of an attractive character.

In addition to these the company will show a 30-horsepower shaft-drive baby tonneau roadster for four passengers. This is painted a light blue with broad light stripes, the coloring of the body and the chassis being the same. It is upholstered with plain black leather and equipped with top and seat covers; a 30-horsepower shaft-drive limousine, with body painted with panels, red and black with gold stripings, upholstered with Bedford cord; a 40-horsepower chain-drive touring car for seven passengers with royal blue body stripings. This is upholstered with black tufted leather and is equipped with top and seat covers. These with a section of a live rear axle will complete the exhibit. This latter, by the way, will be one of the most interesting exhibits for the motorist ever seen in the building. It shows the successful and universally admired system of shaft-drive developed for the 30 Locomobile. It shows in a way a combination of desirable features which produce a degree of durability and reliability equal to that of the famous chain-drive Locomobile and there is absolutely no brazing whatever in the entire construction of the axle.

FAVORS HIGHWAY IMPROVEMENT.

The Quaker City Motor Club has adopted a resolution favoring the improvement of the highways of Pennsylvania and promising its cooperation to State Senator W. C. Sproule in his efforts to secure better roads in the Keystone state.

THE SELDEN CAR

OUR product is put on the market under the direction of MR. GEO. B. SELDEN, the man who stands to the automobile industry what Bell does to the telephone. The United States Court has established the character of his patent as a basic one and nearly all reputable automobile manufacturers recognize its validity.

It has always been the policy of our factory to put out a product that would reflect credit on the name Selden, and they still adhere to this. They give a discriminating car for a nominal figure—of scientific design and accurate workmanship—correct in detail to the smallest increment. The Selden car is guaranteed by the name it bears.

We strive to please—we value your opinion—we like to see you satisfied and enthusiastic.

We respectfully solicit your patronage to our exhibit.

Space No. 135, Boston Automobile Show.

Selden Motor Car Co. of Mass.

LICENSED UNDER
SELDEN PATENTS.

801 BOYLSTON STREET, BOSTON

MIDLAND

40-H. P. Price \$1800

Hupmobile

20-H. P. Price \$730

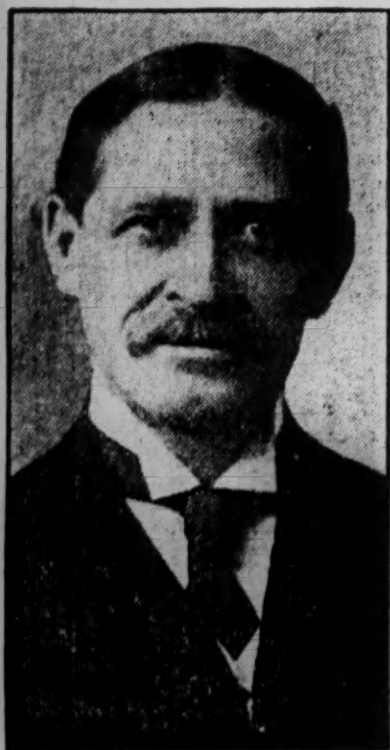
Best Values in the Show
See Circulars for Specifications
Exhibit Space 154 and 155
Agents Wanted Everywhere

NEW ENGLAND DISTRIBUTORS

Henderson-Lowe Co.

117 Massachusetts Ave.

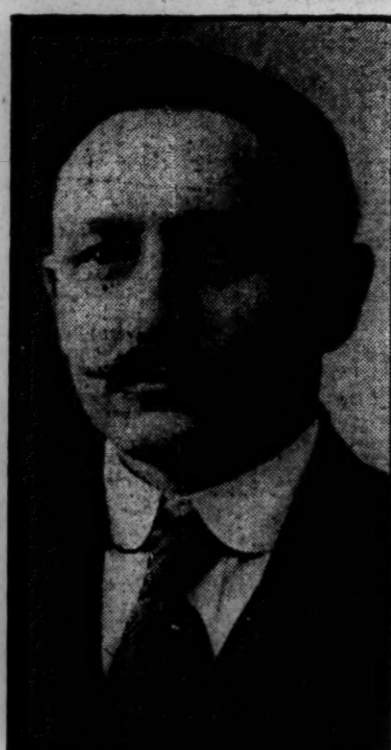
TEL. 3212 B. B.



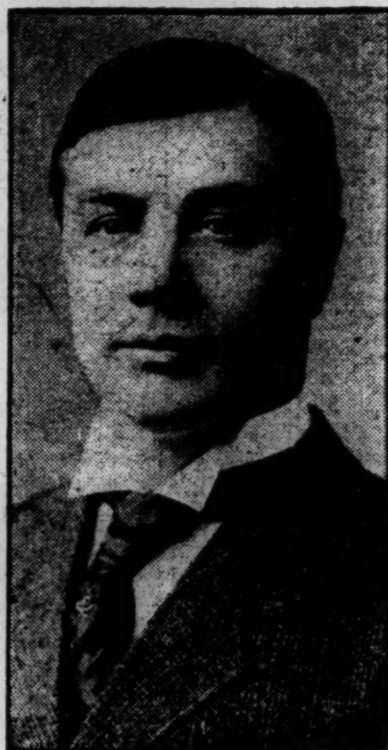
C. F. WHITNEY.
Director B. A. D. A.



A. P. UNDERHILL.
Director B. A. D. A.



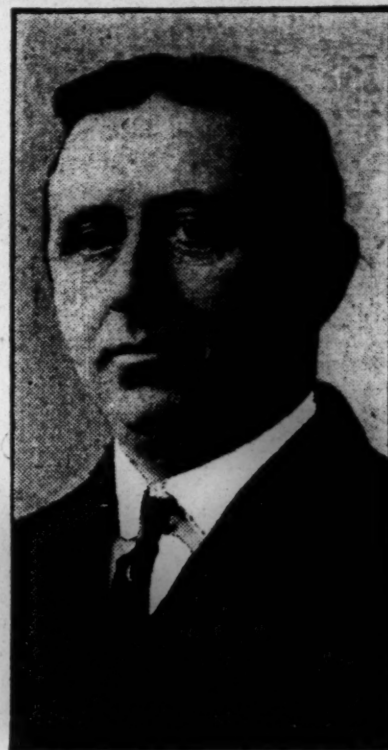
F. E. WING.
Director B. A. D. A.



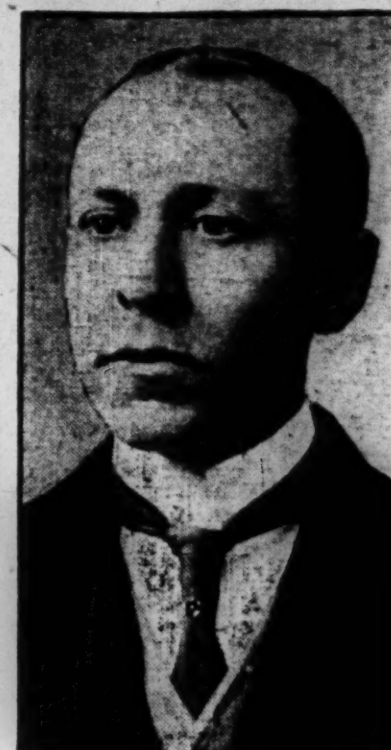
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Director B. A. D. A.



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Director B. A. D. A.



E. A. GILMORE.
Director B. A. D. A.

MAGAZINE WRITER GIVES ADJUSTMENT HINTS TO THE MOTOR CAR DRIVERS

When a car is not running smoothly and powerfully, as every well cared for automobile should do, something is wrong, and the driver should lose no time in tracing the car's indisposition to the probable cause, writes Stillman Taylor in the Automobile. Some of these troubles are, of course, impossible for the driver to repair, and require the services of a good mechanic with a well-equipped machine shop at his disposal. Others are more in the nature of a complete breakdown, which concern a very badly worn, bent, or broken part, and these difficulties are best solved by replacing the defective part with a new one ordered from the factory or the nearest agency.

Owing to the important duty which the bearings are called upon to perform, it is very necessary that these vital points should be given a periodical examination with a view to ascertaining the exact condition of the surfaces. Friction in a bearing implies wear and loss of power, and a machine cannot run at its best unless this adhesion and rubbing contact is eliminated as far as possible. This can only be secured by keeping the bearings clean, properly adjusted and well lubricated.

Although the cylinders should not, as a general thing, require much attention other than keeping them clean and well lubricated, there are nevertheless a goodly number of cylinder troubles which are primarily caused by carelessness on the part of the driver. A cracked water jacket is not a common trouble, although most garage men have a dozen or so burst jackets to repair every year. A fractured jacket may be caused by the water freezing and bursting the walls as it expands; or it may be used by filling up the water-circulating system in the mistaken endeavor to cool off

the motor when it has been allowed to become overheated.

Both of these troubles may be easily avoided if proper care and attention is given the car while in operation, and troubles of this kind seldom, if ever, occur to a car driven by one who is particular and methodical in caring for his machine.

A small exterior crack in the water jacket may be satisfactorily patched up by filling the aperture with one of the several iron cements sold for this purpose.

THE MOTORCYCLE FOR EXPRESSING

The commercial possibilities of the motorcycle will be shown at the Boston automobile show, at the exhibit of the Reading Standard Company of Reading, Pa. This company is showing a model of what they call a motor wagonette, which is a motorcycle with a van attachment in front for light, quick package delivery. Also, an electric light trimmer's van which is to be used by arc light trimmers. The van part of this machine carries globes for repairs, a complete set of tools and carbons enough to trim 150 lamps. This system is used in Philadelphia at the present time.

This company is also showing four new 1910 motorcycle models, 3, 4, 6 and 7-horsepower, the improvements on which include general refinement in design, a new mechanical oiler, increased fuel capacity of tank, and many other minor improvements, which make this machine one of the American leaders.

TOURS NAMED BY AUTOMOBILE CLUB

Motoring Routes in Every State in the Union Have Been Prepared for Affiliated Clubs.

When the 1910 automobile touring season opens the interstate tourist will find himself much better provided for as to reliable road information than ever before.

The bureau of tours of the Automobile Club of America, of which Gen. George M. Smith is chairman, has been busily engaged during the past winter in an enlargement of the scope of the work of the touring bureau to cover every state in the Union. The A. C. A. has also perfected a plan by which a motorist can join the A. C. A. as a "tourist member" and enjoy all the facilities and advantages of the bureau of tours at a yearly membership fee of \$10. The motorist can thus obtain for a nominal sum all the touring information, route cards, maps and guides he desires, and under the new arrangement, which the A. C. A. has made with numerous of the larger automobile clubs throughout the country, the tourist member enjoys the privilege of a chain of automobile clubs where he can stop on his travels and receive detailed local touring information and the temporary privileges of each of the clubs.

For several years such a scheme for taking care of the motor tourist has been discussed among various automobile club members, and when the A. C. A. made the move to organize a national touring bureau many of the other clubs throughout the country at once showed their willingness to cooperate.

Through its own efforts and the efforts of these affiliated clubs the A. C. A. has prepared and has nearly ready for distribution a compilation of all the motoring routes in all of the states in the Union. It also has enlarged its department of foreign touring. Members may now find out in a few moments at the A. C. A. everything they could wish to know about a foreign trip before sailing for the other side.

In the development of its domestic touring department, the club has employed the road expert and map maker formerly with the Red Book, the 1909

EIGHTH ANNUAL AUTO SHOW OPENS AT EIGHT TONIGHT

(Continued from Page One.)

was held in Horticultural hall, but none of them equaled the 1909 show of the automobile dealers, for that was the greatest success in the history of the association. Even a visitor in the offices of the association at 5 Park square goes away impressed with the greatness of the business, for there is nothing but bustle seen there throughout the entire day.

Many of the patrons of the automobile show imagine that the 1909 show in Symphony hall was the beginning of the automobile shows in Boston, but they are misinformed, for while that show was the first under the auspices of the Boston Automobile Dealers Association, it was not the first in Boston. It was in 1898 the first auto show was held in Boston. It was governed by some men who came here with the intention of making large sums of money out of their plan, but they asked so much for the space that the owners and dealers could not afford to exhibit and the affair ended rather unsatisfactorily to the men who had laid such hopes on making large sums out of it. After this, many other small shows were held, but none successfully until the formation of the present dealers association. Their history shows one long string of successes from the beginning of the organization in 1902 until now, when it has a reputation as being one of the best in the country.

edition of which was considered one of the best authorities on touring in the field which it covered. Large colored road maps of every state are on the press, and will be distributed to the affiliating clubs before the 1910 touring season opens. These maps are 30x36 inches, printed on heavy paper, backed by linen. The best and secondary roads are in red. The A. C. A. Touring Book for 1910 contains 500 routes and 50 large maps in colors, the main touring lines being divided into a half-dozen divisions.

CHAIN DRIVE HELD BEST FOR POWER

Exhibits at the New York and Chicago Shows Indicate That Shaft Transmission Lags.

At the New York and Chicago automobile shows the majority of the leading high grade, high powered cars had the double chain drive, proving that that method of transmitting the power on automobiles for heavy work is more popular than ever. Some of the leading manufacturers have retained this method of transmitting the power continually since 1904.

It is maintained by those who profess to know that the shaft or direct drive is the proper thing on any car of 50 horsepower or under. Its points are neatness and the absence of the purring of the chains. Against this there are so many obvious advantages in favor of the chain drive that there can be no argument for the other plan worth considering in a high powered car. With the chain drive the solid and unbroken rear axle safely meets the strain and stress of the roughest American roads, and obviates any loss of power from the binding of such parts as are essential to the shaft driven system.

The shaft drive requires a divided rear axle which is so ponderous from the weight of the necessary castings that it is already overburdened when the passengers take their places in the car. In the course of time both the shaft drive and chain drive will wear; but much more rapidly will the high powered shaft driven machine, and it is considered far less expensive to replace chains and sprockets than to replace the mechanism of the shaft drive.

EVERY INDICATION NOW POINTS TO GREAT AUTO RACING YEAR FOR THE MOTORISTS

(Continued from Page Six.)

that the governmental functions and supervision of the contest board may extend to every form of contest, a promoter desiring to make regulations for some particular form of contest not included in the published rules of the contest board may do so upon submitting such supplementary regulations to and receiving the approval of the contest board.

Advertising—To prevent the holding of contests which could not, in any way, redound to the benefit of the sport and industry, the following rule has been adopted:

"Any owner, manufacturer, dealer, agent or driver taking part in or directly connected with any contest otherwise than under these rules, and obtaining extensive advertising therefrom, shall be deemed to be guilty of a breach of these rules."

Provision is made for a register of records to be kept by the contest board.

Racing drivers' register—All racing drivers are required to register with the contest board and receive a registration card, such registration expiring on the 31st of December of each year. A detailed record of each driver's participation in contests throughout the year will be kept. Drivers are required to exhibit their registration cards to the referee on demand at any meeting.

An unregistered driver may not compete in any sanctioned event.

Amateur definition—The definition of an amateur is amended by adding an additional restriction so that "no one who is actively engaged in the automobile or

accessory industry" may compete as an amateur.

Amateur drivers' register—For the protection of the amateur driver and to afford bonafide amateur competition, an amateur drivers' register has been established, requiring annual registration, with the issuance of a registration card by the contest board.

An unregistered amateur may not compete in any sanctioned event.

Amateur entries—An amateur shall neither enter for nor drive in any contest a car which is the property of any person or corporation actively engaged in the automobile or accessory industry.

Powers of referee—For the safety of all concerned, the referee's powers have been broadened, as follows:

He shall prohibit any driver or mechanic from entering or continuing in any contest who, in his opinion, is unfit.

He shall have the right to stop a race before its scheduled termination if emergency demand such action, and in such a case no award shall be made.

He may order the postponement of an event for any reason which, in his judgment, after consultation with the promoter and representative of the contest board, may be valid.

At his request a driver or mechanic must furnish a certificate as to his fitness to enter a race, or may be required to submit to a test to determine such fitness.

The following provision has also been added to the duties of the referee:

"The referee may disqualify any driver, mechanic, entrant or entrant's representative who shows discourtesy toward any official."

Will You Visit the Boston Auto Show?

THIS GREAT EXHIBITION of the motor car industry is not for automobilists only—it is for everyone. There will be much to see and a confused idea may result unless you specifically focus your attention on cars which stand for quality.

YOU WILL WANT TO SEE the cars with the largest braking surface of any automobile—526 square inches. This indicates SAFETY.

YOU WILL WANT TO EXAMINE the cars which have proven themselves in America's greatest contests, winning perfect scores in the Glidden tour of 1907, 1908, 1909; perfect in the New York to Atlanta run; winner of the Standard Oil Trophy for economy and many others. This shows RELIABILITY.

YOU WILL WANT to see the cars with the perfected low tension simplified ignition, and to watch the working comparison of jump spark and make and break.

MOREOVER YOU WILL WANT to inspect cars so splendidly built and finished that the manufacturers have never found it necessary to resort to special design, construction or finish in order to make a successful impression and reputation in shows or contests.

IN OTHER WORDS, to know the perfection attained in automobile construction you must immediately visit the

PREMIER

"The Quality Car"

Exhibited in Space 42 Mechanics Bldg. by the

Premier Motor Car Co. New England

1008 Boylston St., Boston

LICENSED UNDER SELDEN PATENT



Save Money By Using The Boston Shock Absorber

RIDE IN COMFORT AND EASE—NO BOUNCING

The latest development is the HYDRAULIC Shock Absorber, which depends on the fact that it takes time to force any volume of liquid through a small hole, the smaller the hole, the longer the time required. This is the right principle. It is correctly and fully applied in but one Shock Absorber—The BOSTON—which is the first to successfully and satisfactorily prevent all recoil and vibration of the springs on all roads and at all speeds.

It makes fast driving over rough roads possible.
It saves your tires and makes easy riding.
It makes your engine wear longer and give more power.

These are cold facts which we will be glad to prove to any prospective buyer.

The "BOSTON" is the only Shock Absorber ever produced that will fulfill all requirements demanded of a recoil absorber. All other Shock Absorbers are made, at the most, in three sizes, the one coming nearest to taking care of your size car being made to go. The "BOSTON" is made in four sizes to allow for maximum play of spring, and every size is adjustable to any tension of spring.

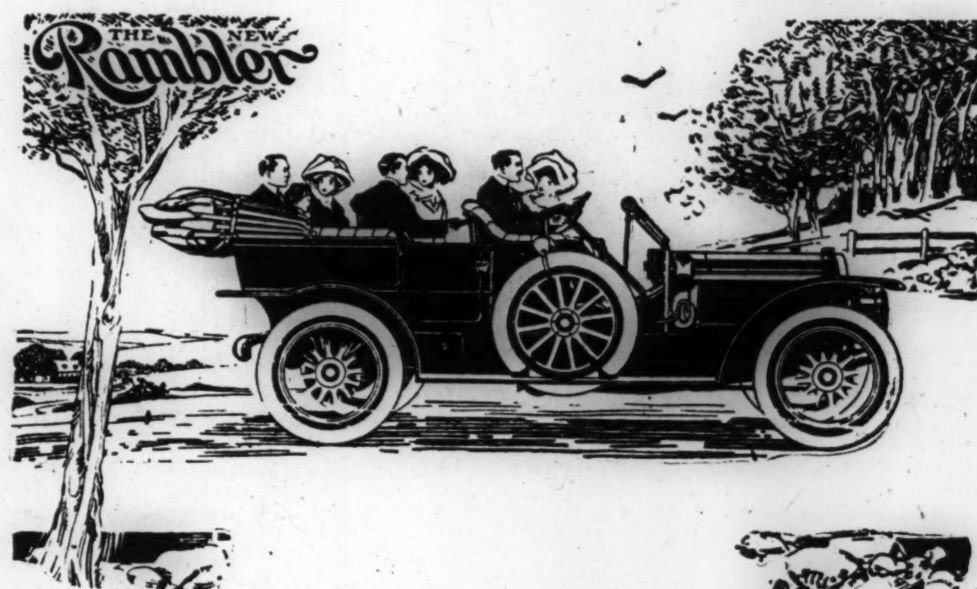
The BOSTON SHOCK ABSORBER will save wear on your car and on your purse. Material and workmanship guaranteed.

KNAPP-GREENWOOD CO., 1000 Boylston Street
Phone 149 B.B. SEE OUR EXHIBIT AT THE SHOW IN SPACE 615

FOR SALE

Seven-Seat White Steamer

In perfect condition; top, glass wind shield, slip covers, extra tires, speedometer, Presolite tank. Price \$1800.
A 69, Monitor Office.

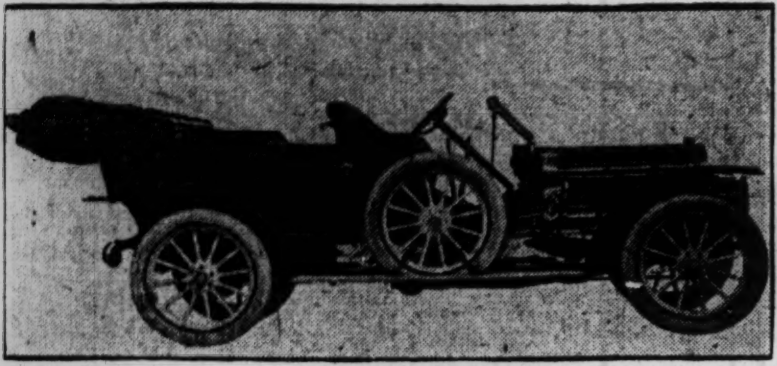


THE New Rambler is shown at Spaces 106 and 107, Dept. B, the Boston Show, March fifth to twelfth. The New Rambler has acquired distinction as a car of quality, owing to the selection, indifferent to cost, of the materials used and the finished skill applied in the making. Its efficiency is due to such features as the Offset Crank-Shaft, Straight-Line Drive, Spare Wheel, Big Wheels and Tires and New Expanding Clutch.

Rambler Fifty-five, seven-passenger, 45 h. p., \$2,500;
Fifty-four, five-passenger, 45 h. p., \$2,250;
Fifty-three, 34 h. p., \$1,800; magnetos included.

Thomas B. Jeffery & Company
93 MASSACHUSETTS AVENUE

New Rambler Model Fifty-five



TWO-WEEKS AUTOMOBILE SHOW FOR NEXT SEASON

Association of Licensed Automobile Manufacturers Will Devote Week to Pleasure Vehicles and Also One to Commercial.

NEW YORK—For the first time in America, the New York automobile public is to have a two weeks' show, as owing to the many additions to the ranks of the Selden patent licensees, the Association of Licensed Automobile Manufacturers has planned a double show to be held in Madison Square Garden, New York, in 1911. The dates selected are Jan. 7-14 for pleasure vehicles, reopening on Tuesday, Jan. 17 and closing Jan. 24, for commercial vehicles.

Properly to care for the exhibitors, arrangements have been made by the show committee of the A. L. A. M., to rebuild the interior of the garden, thereby securing 20,000 square feet more floor space than has been available at previous shows. This will be accomplished by extending the elevated platform so that it will be 5 feet wide, with another platform overhead, extending from the level of the balcony. When this is accomplished, and the commercial vehicles are cared for at the second week, the show committee can accommodate 80 exhibitors of vehicles in spaces of the same size as those used at the last show. In other words the new construction will give sufficient room to care for all the present Selden patent licensees. There will also be accommodations for 27 exhibitors of motorcycles and about 300 motor and accessory manufacturers.

The plan of a double show that will give proper space to the pleasure vehicle makers and care for the fast increasing number of commercial car manufacturers, has been the subject of long discussion among those interested, and while the

expense and work involved will exceed that of any previous exhibition, the affair is certain to be representative of the industry.

Work will begin early in July on the preparation of the interior construction, which will be made in sections to permit rapid installation. When the pleasure vehicle show closes on Saturday night, the pleasure vehicles will be removed and their places taken by commercial cars. The signs and carpets will also be changed, but the main decorations will be carried through both exhibitions.

Many of the members of the licensed association are now turning their attention toward commercial vehicles and will have their products ready for the fall trade and for exhibition at the January show. It is believed that the double show of 1911 will exceed in all respects any previous exhibition of motor-driven vehicles. The contract with the Madison Square Garden Company was signed by President Clifton of the A. L. A. M. before leaving on his southern trip.

DETROIT MAKES FINE RECORD.

By its long distance run from Detroit to Atlantic City, and its successful negotiation of the Munsey tour—Washington to Boston—last season, running with the gas cars, the Detroit Electric would seem to have established its ability to travel under the most discouraging road conditions. But these achievements were at least temporarily dimmed by the most recent performance of this car—nothing less than a 55-mile run through Michigan snow and ice, up hill and down.

BRITISH COLUMBIA USES AUTO VEHICLES IN GREAT VARIETY

Out of 151 in Victoria 59 Are of American Make and 36 More Are Put Up in Canada by Firms Which Have Factories Across Border—Trucks Not Employed.

Consul Abraham E. Smith of Victoria, B. C., furnishes the following information concerning the growing trade in automobiles and auto vehicles in British Columbia:

The number of motor vehicles now in use and registered in British Columbia is 828, of which 108 are owned and operated on Vancouver Island and 151 in the city of Victoria. The advance in prices of real estate in the three principal cities of the province, Vancouver, Victoria and New Westminster, has caused a greatly increased demand for automobiles and auto vehicles during the last few months, and dealers here and on the mainland are anxiously awaiting arrivals of machines and this year's improvements.

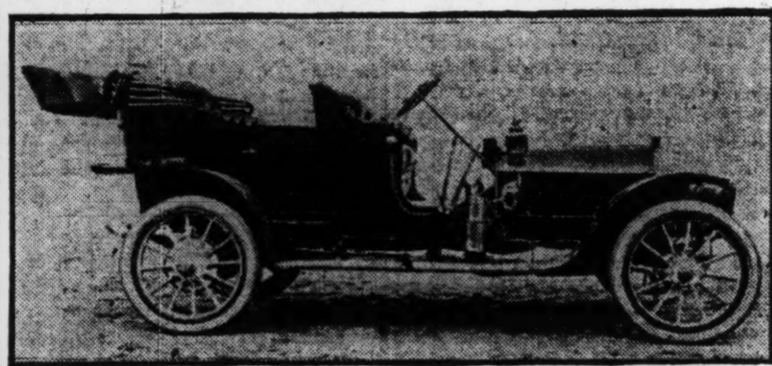
Autos have become here, as in other places, no longer mere luxuries, but necessities for merchants, doctors, contractors, and well-to-do citizens generally, though as yet motor vehicles for freight have not been introduced on this island. One freight wagon was brought here from England a year or so ago, but it was not a success.

Victoria is settled largely by conservative people, as was shown by the hesita-

tion and delay evinced in adopting automobiles, now so commonly used. If American firms were to introduce here auto-freight wagons at reasonable figures, a number would probably find purchasers. The insular prejudice which formerly existed against American manufactures has measurably disappeared, as is significantly shown by the automobiles now in Victoria. A visit to the dealers and importers here shows that of the 151 autos in use in this city, 1 was manufactured in Belgium, 2 in Italy, 3 in France, 30 in England, 47 in Canada, and 59 in the United States. Of those manufactured in Canada, 36 bear American names and are the product of American houses, though built in Canada, their engines being made in the United States and the vehicles in Canada to save customs dues.

A few runabouts are in use here, but generally the car seating three to five persons is preferred. The roads all over Vancouver Island are generally good, and autos are used for long trips to the west coast and to mines and settlements in the north end of the island. It is certain that the number of autos in use here will be more than doubled in 1910.

New 1910 Model Grout



START CHICAGO'S BIG AUTO EXHIBIT HOME THIS SPRING

Building Covering Entire Block and Costing Two Million Dollars Will Be Largest of Its Kind in World—City Hopes to Have National Show Permanently.

CHICAGO—Work will be started this spring upon Chicago's great automobile exposition building that will cover an entire block and will cost \$2,000,000. It will not only be the largest building of its kind in the world—but the only one. It is expected to be completed within a year.

This project has been under advisement for some time, and the recent national automobile show at the Coliseum hastened it, that vast building being too small for the exposition. It is hoped that the building of a permanent auto exposition building will result in the selection of Chicago as the permanent place for the national show.

The building will be located on the east side of Michigan avenue between Twentieth and Twenty-first streets, and will have a frontage of 370 feet and a depth of 170 feet. It will be 12 stories high, with foundations sufficient to add another six stories if desired.

Pleasure, business and beauty will be kept in view in the construction of the building. There will be a convention hall with a larger ground area than the Coliseum. In the basement there will be Turkish baths, a swimming pool and a separate restaurant for chauffeurs. On the twelfth floor there will be a roof garden open from 6 o'clock a. m. until 1 o'clock a. m., and in connection with it a fine restaurant.

The entire eleventh floor will be used for show purposes with appliances to thoroughly test the cars. The floor will be paved with asphalt and cobble stones, and through the center will be laid two street car tracks.

Four large elevators, with a capacity of two automobiles each, will be installed, in addition to moving stairways. There will be a garage and repair

shops. Large bay windows will be built along the entire 12 stories, to permit the better display of cars so they can be seen from the street.

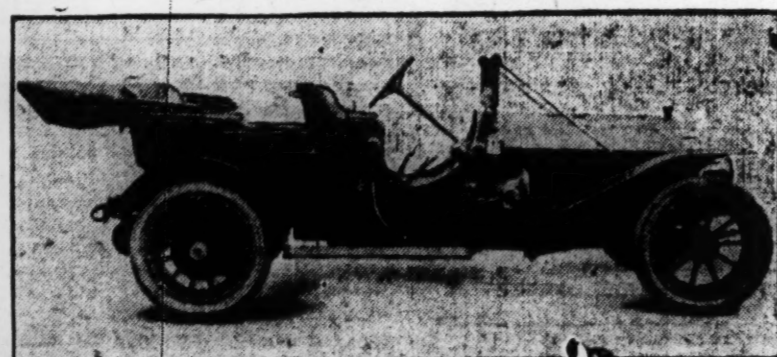
Surmounting the building, rising from a base covering about one third of the area, will be a tower 60 feet high which will be almost a solid pillar of electric lights. In addition to this the entire building on the outside will be studded with torches lighted by tungsten lamps.

Alfred S. Alschuler is the architect. The Central Realty & Investment Company has charge of the affair, and the principal movers in it are Louis M. Stumpe, Benjamin J. Rosenthal, Louis Eckstein and Lee J. Lesser.

AUTO TOUR WILL GO WEST.

MEMPHIS—Officers of the National Automobile Association have reported to local clubs that a southern and western tour has been decided upon, the start to be made about the first of June. The run will be southerly from Cincinnati to Columbia, Tenn., via Louisville and Nashville, making a westerly turn at Mt. Pleasant, near Columbia, and crossing the Tennessee river at Perryville. From Lexington the run will be southwest, through Jackson to Memphis. Down through Mississippi, on the top of the wide, smooth levee, the tourists will follow the big river until opposite Helena, Ark., where they will cross, thus avoiding the lowlands and the ferriage of St. Francis, L'Angeville and Cache rivers. The run will continue from Helena to Pine Bluff, Little Rock and Hot Springs. If the Texans have their way, the party will venture still farther west. A number of ladies will be in the party.

Palmer-Singer Five Passenger Car



THE MIGHTY REO

Four-cylinder. Thirty Horsepower. Driver's seat on the left—the new and better way.

The Reo at \$1250

will do all that any car at \$3000 ever did because it has the "stuff" in it.

What is the "stuff?"

The right material put in the right place, and all working parts refined to the extreme degree.

Come, see and try the Reo, the thoroughbred of 1910.

At the Show

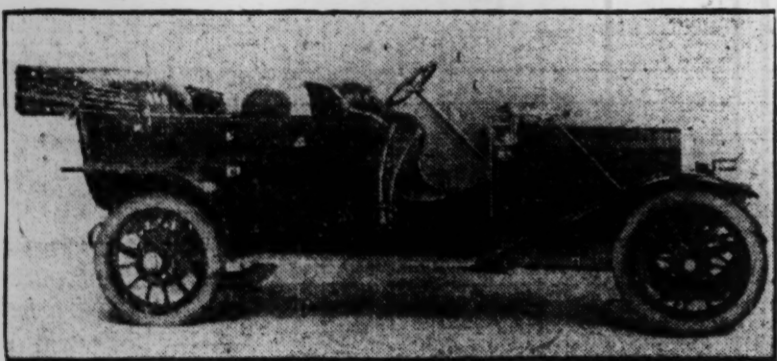
Our Spaces Are Nos. 120 and 121

Linscott Motor Company

163 Columbus Avenue, Boston Telephone 17 Tremont

YOU CAN DO IT WITH A REO

Austin 6-Cylinder Model "50"



HERRESHOFF MOTOR CARS

Second Year Product Shows Marked Advance

The second year product of the Herreshoff factory will mark a distinct advance over the 1909 car. In a score of subtle ways it will more completely realize the spirit of its conception—a smart, light car, bred of the same stock as the cars of the highest price. It will have even more of the character, the refinement of the high-grade big car, which is so necessary to the satisfaction of the motorist who is accustomed to driving high-priced cars.

The 1910 Herreshoff

The character of the car is best indicated by its beauty of line and delicacy of finish. Its design embodies the best mechanical practice. In material and workmanship the same exact care in selection is employed as enters into the making of the highest priced cars in the market. It will do most of the work which is now put upon the big car as effectively and more economically than the big car.

The car has made better than 60 miles an hour, although not designed for speed. It will climb hills and do the work normally required of the big car to better advantage because of its light weight. The cars in service have averaged better than 20 miles on a gallon of gasoline, while the wear on tires has been negligible. The saving in this one expense alone has more than justified the selection of this car.

THE HUDSON-COLBY CO.

At Boston Automobile Show Section D. 349-350.

AGENTS

121 MASSACHUSETTS AVE. BOSTON

PEERLESS COMPANY SEEKS SILENCE AND COMFORT IN AUTOS

One of the Most Complete Exhibits Seen in Mechanics Building Furnished by That Concern.

The Peerless Motor Car Company, realizing that every successful mechanical product of today is the result of a determined and intelligent effort toward the accomplishment of a fixed purpose, selected silence and comfort as their slogan. Throughout the car the material used has been selected with reference to its special merit for the service required. The selection of material is the basis on which the manufacturing of the product rests, and today the entire work is done in the Peerless factory. Every piece of material is carefully inspected with reference to quality and accuracy. This final inspection is very rigid, for every part must be of exact size, thus insuring each part fitting perfectly with every other part.

The motor, transmission and rear axle are assembled and run as separate units, the motor being run under its own power, all the while being subjected to inspection for noises. The separate units are then assembled into a complete chassis and given a road test, and should any unusual noise be evident it is sent back for readjustment. The car passes from this test to the finishing room and when it is all ready for shipment it is given a final test before delivery. Each operation is a necessary step toward the aim of the company to make the Peerless the most silent car on the market.

The comfort of the car comes in for just as thorough treatment for it is considered just as important a feature of Peerless construction as silence. With the fact always before them that the successful motor car must rule easy, the Peerless Company adopted the platform spring suspension and developed it to its high efficiency by the use of special alloy imported steel, which insures great softness in riding with no risk of breakage. The drop frame was next designed, which brings the load nearer the center of gravity, and lessens side sway. This, together with the cambering of the rear wheels, and brake equalizers, lessens the liability of skidding, all of which means

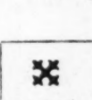
MOTOR SIGNAL

"Q-E-T-R"

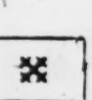
PUNCTURED OR BUSTED

The Bane of Motoring

Is the Difficulty and Delay of Removing a Disabled Tire unless you carry in your "kit" our light and handy



Quick - Easy Tire-Remover



A simple, ingenious, patented device that enables you to roll the Tire off and on, quick and easy, without labor or delay. No skill or strength required, cannot pinch or injure the inner tube, indispensable on loose or detached rims, occupies but little space and cannot get out of order.

Price \$2.00 by Mail Prepaid. Money refunded if not as represented.

The P. C. W. Mfg. Company
1 Madison Avenue NEW YORK

"Q-E-T-R"

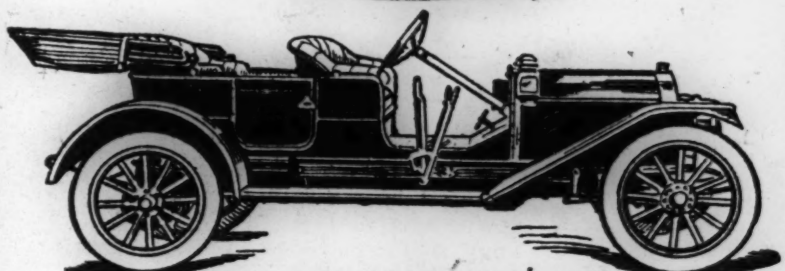
TO THE RESCUE

"Q-E-T-R"

TELEPHONE
BACK BAY 496



Licensed Under
Selden Patent



Corbin Touring Car—\$2,750

Body of the well known and distinctive Corbin type. Seats five. Price includes full equipment. See it at the Show, Section 317

We Invite Comparison

WHITE, WARE & COMPANY 1024 Boylston St. BOSTON

safety and in the knowledge of safety is comfort.

It is through the medium of these important developments that the Peerless cars have earned their reputation for quietness and easy riding qualities. The 1910 models show no radical changes except the improvements and refinements natural from a producing organization. With the production of a silent, smooth

and comfortable car, came the natural demand for its use with closed bodies. Silence and comfort while necessary in an open car are doubly valuable in closed cars.

The Peerless Company, quick to realize this, have exhibited in previous Boston shows a very fine collection of closed cars. The 1910 Peerless exhibit is to be no exception.



THE CENTRAL WEST MUCH INTERESTED IN ELECTRIC CAR

Increased Efficiency of the Batteries Is Giving to This Class of Machine a Greater Field.

MANY CHANGES MADE

"It seems but a short time," says Charles L. F. Wieber, general manager of the Rauch & Lang Carriage Company, "since electric street cars supplanted horse-drawn ones, and only a few days since electric vehicles have taken the place of those drawn by horses, yet in that short time great improvements have been made in vehicles that use electricity as a motive power. In no type of vehicle, however, have so many changes been wrought as in the electric car class. The progress has been phenomenal. One improvement has followed another so rapidly that today this vehicle is as nearly perfect as it is possible to get it under the conditions that exist as regards the battery question. "From the point of motor efficiency and exceptional body building the art has reached its zenith and truest is this of the latter. The builders of cars are not quite as sanguine in reference to batteries. Experts are constantly striving to make these more perfect and of greater service than is the case at present. Our experience with batteries, however, has been satisfactory and the type we are using equals that of any made. "We have striven to make our vehicle the most ideal car for use in the city and to this point we have perfected the same mechanically as well as brains, money and conditions will allow. With the present limitations it is possible to perfect the vehicle only to a certain point as regards mileage. Batteries may

Valuable Gold Trophy



SAVANNAH GRAND PRIZE.
Won in 1908 by Fiat.

have a listed mileage, but it is up to the vehicle maker to perfect his mechanism so that it will use the least possible current consumption. The finer the art in building and the greater the ease with which the car is propelled, the greater will be the mileage. "Mileage is the bugbear of the builder, but conditions are now such that an electric vehicle will go as far on a single charge as an owner will want to go in a day. This mileage naturally varies. "The middle West has taken to the electric car like the proverbial duck does to water. This is probably due to the fact that the home of this type of car is in the middle West and in that section has been more fully exploited than in any other locality. Having given greater attention by the purchasing public because the sales force of each concern has been more persistent in the middle West than in any other section, the sales necessarily have been greater. The far West is becoming educated to the use of electric cars and in another season every state west of Illinois will have a large number of cars."

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"The adaptability of the electric automobile for city and suburban use," says A. F. Neale, "has been generally recognized and conceded from the beginning of the motor car industry. "Its special field of usefulness has never included long-distance touring, although, at different times, trips covering considerable distances between cities have been made with pronounced success. Neither has high speed been deemed a prerequisite. Yet, in the early days of automobile track contests, specially designed electrics made world's records, one even attaining a speed of 80 miles an hour, which at that period was regarded as something marvelous. "Experience, however, soon showed that excessive speed and long-distance runs were neither necessary nor desirable. The true aim of electric vehicle manufacturers was to produce a car which, while it should have sufficient speed for all prac-

tical purposes, should be capable of being manipulated with the greatest degree of comfort by drivers who were not called upon to maintain a high degree of expertness, but who could control and drive a car with certainty, ease and lack of tension. "Improved forms of transmitting power from motor to wheels, the use of highly perfected ball bearings upon all revolving parts to eliminate frictional losses to the greatest extent, the adoption of especially designed pneumatic tires, with reduced weight and increased capacity of storage batteries, now result in the production of an electric car of such positive merit that its sphere of utility is rapidly extending. The long sought for bevel gear shaft drive system has been realized, and, in connection with the continuous torque drum type controller with its flexible speed changes and economy of current consumption, a combination of the highest mechanical and electrical efficiency has been attained. With such an up-to-date outfit positive satisfaction is an assured sequence. "The list of public recharging stations is being rapidly increased, private charging installations are numerous, while the reductions in price of current furnished by the great illuminating companies have a further tendency to swell the demand for electric automobiles. "From the viewpoint of economy, the electric motor car has a most attractive feature. The trifling expense connected with the mechanical maintenance of a high-grade car, coupled with a cost for current so moderate in extent that it may be practically disregarded, considering the amount of work and pleasure derived, would seem to strongly appeal to all who appreciate the value of efficient service."

CURRENT - CHEAPER

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ELECTRIC MOTOR CARS ARE POPULAR FOR CITY SERVICE

Many Improvements in the Field of Electricity Have Increased Their Efficiency and Popularity.

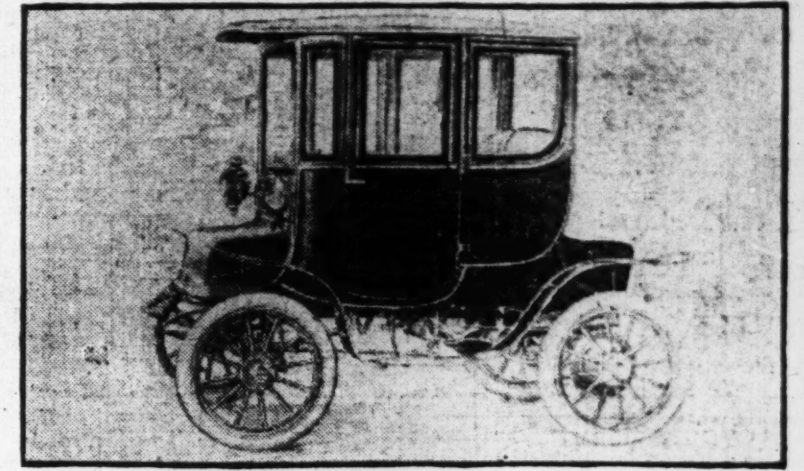
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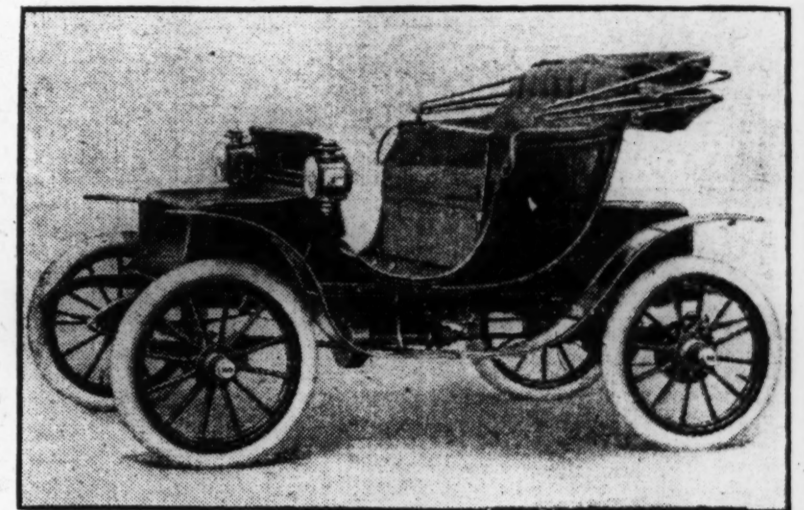
ELSIE JANIS CAR AT SHOW.

The Elsie Janis silver-mounted American Simplex will be one of the greatest attractions at the automobile show during the coming week. This is the car which has been attracting great crowds to the various automobile shows which have been held recently throughout the country. It is probably one of the hand-somest automobiles which has ever been built on special order. The upholstery was purchased in Russia and painted by artistic leather workers in Paris. All the metal fittings on this car have been plated with sterling silver. After the Boston show Miss Janis will take delivery of her car in New York city.

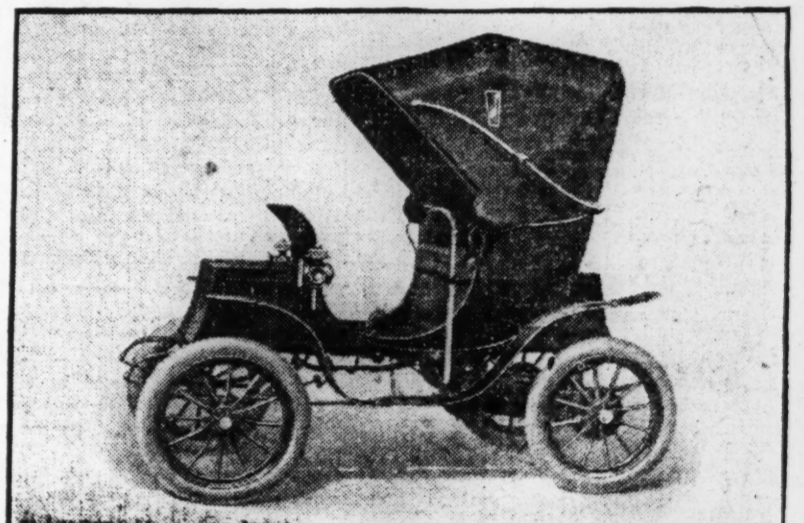
New Rauch and Lang Electric



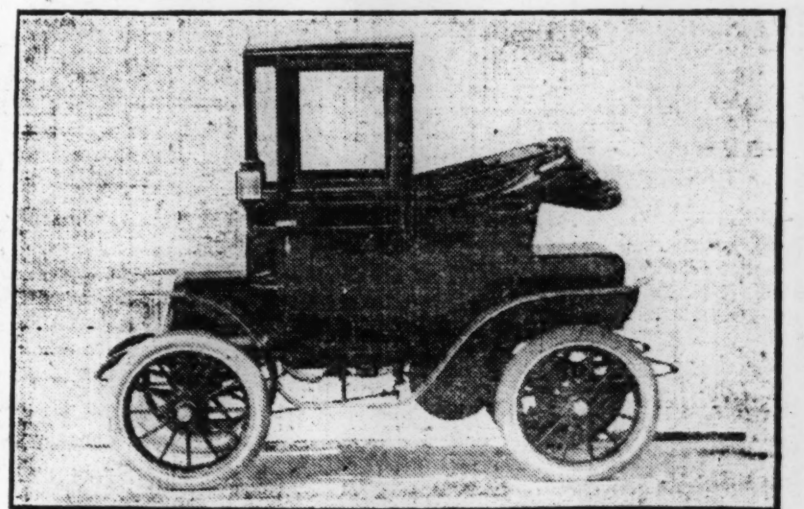
Baker Queen Victoria Electric



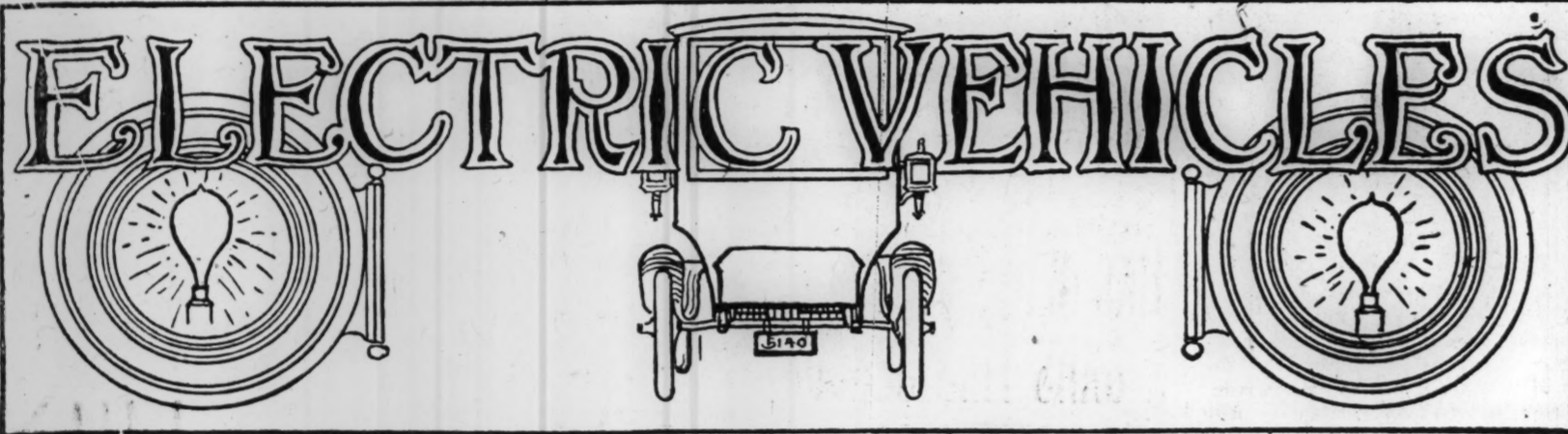
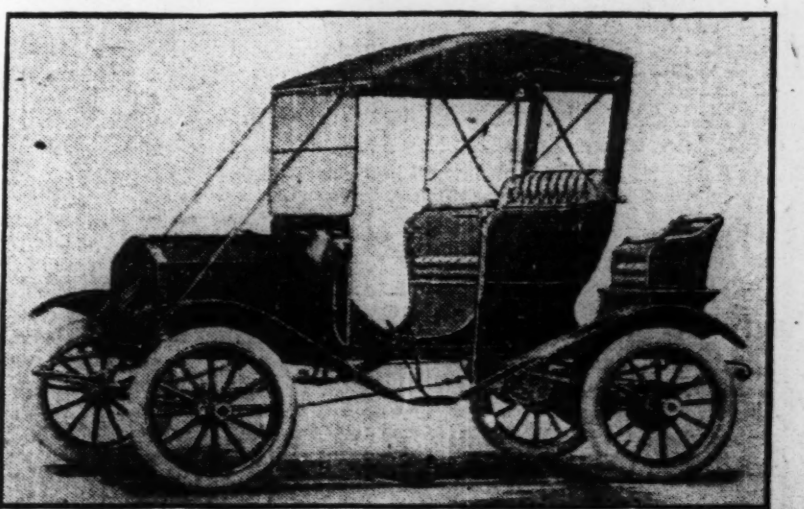
Columbia Victoria Phaeton Electric



Studebaker Electric Landulet



Detroit Electric Roadster



Detroit:-Electrics

¶ The history of the Detroit Electric has been one series after another of successful accomplishments. No electric car has ever been so welcomed by the public as the Detroit Electric because of its manifest superiority over all other cars.

¶ Detroit Electrics have stood the test of touring, having successfully made the Detroit-to-Atlanta run, 1060 miles, as well as the Munsey reliability contest.

¶ See the "Detroit Electric" at the Auto Show, spaces 341-346, at foot of stairs in basement, or at

Boston Electric Garage Co.

321-323 Columbus Ave.,

A New Departure—Shaft Drive Bevel Gear—On All

Baker:-Electrics

The Only Shaft Driven Bevel Gear Electrics. The Greatest Advance Ever Made in Electric Motor Cars

After many years of experimenting we have perfected a Shaft Drive which excels any chain drive in efficiency, and have adopted this new transmission because of its unquestioned superiority over every other type. This is in accordance with the practice of all high-grade gasoline motor car manufacturers, both American and foreign.

We now present for the first time a complete line of Shaft Driven Electrics, which also has many other exclusive improvements.

See Our Exhibit, Space 331, in Basement.

A. F. NEALE, Room 21, Motor Mart

Telephone: Oxford 3704. PARK SQUARE, BOSTON, MASS.

Columbia Electric Vehicles

IN the development of Columbia Electric Automobiles we have for over fifteen years planned with steady and consistent attention to improvements, sparing neither labor nor expense in perfecting a type of vehicle which occupies and will continue to occupy a field of usefulness all its own. In cities and suburban districts, wherever charging facilities are to be had, Columbia Electric Vehicles have advantages unrivaled in any other automobile, irrespective of make or source of power.

For the season of 1910 we offer two distinct models of electric automobiles—a light Victoria-Phaeton and a town carriage of the coach class, the first being well suited to the use of physicians and women and valuable for all purposes demanding a light, speedy conveyance for two persons.

Be Sure You See Columbia Electrics Spaces 124-125-126-127 at the Show.

J. H. MacALMAN, 96 Massachusetts Ave.

DISTINGUISHING FEATURES

of the **STUDEBAKER Electric**

The forward, emergency, reverse speeds, brake and bell controlled by one lever without changing the position of the hand.

The full floating type rear axle, as used on gasoline cars, giving less friction and more mileage.

A proportionately lighter weight, higher speed and greater mileage than any other electric on the market.

A wide and low step, insuring ease of entry and exit.

A written guarantee for a year.

Finally, a smartness of design and quiet luxury of finish that is the result of fifty years of fine carriage building.

Studebaker Bros. Company of New York

Boston Automobile Branch

Intown Sales Room Boston Sales and Service Shops

1020 Boylston St. Lawton St., off Commonwealth Ave.

AUTOMOBILE SHOW SPACE 219

RAUCH & LANG Electric Carriages

WILL BE DISPLAYED
IN
DEPT. D, SPACE 330
AUTO SHOW
Make Sure You See It

RAUCH & LANG
CARRIAGE CO.
CLEVELAND, O.

FEW CARS IN SPAIN'S CAPITAL AND AMERICANS PROVIDE NONE

Madrid Contains 725 Licensed Automobiles and United States Firm Has Just Begun to Sell One Make for Which 20 Orders for Delivery in Year Are Given.

Consul Charles L. Hoover furnishes the following information concerning the automobile trade in Madrid, and the opening which the market offers for the sale of American machines:

In the Spanish capital, with a population equal to that of St. Louis or Boston, with the diplomatic corps, the government officials, the large numbers of people who have made fortunes in the Americas, and nearly all the nobility, there are only 725 licensed automobiles and no automobile trucks. The reasons assigned for this relatively small use of automobiles are the cost of gasoline, 48 cents a gallon, which hinders all but the rich from the use of the machines; the conservatism of many influential families in clinging to horses and carriages—although this is gradually disappearing in the face of the fact that the automobile has been adopted by royalty and the leaders of the nobility; the high prices demanded for the machines, which preclude their use by all but the very rich. Most of the machines in use are from 10 to 16 horsepower. As many of them are out of date their owners are anxious to sell them and purchase new machines of higher power.

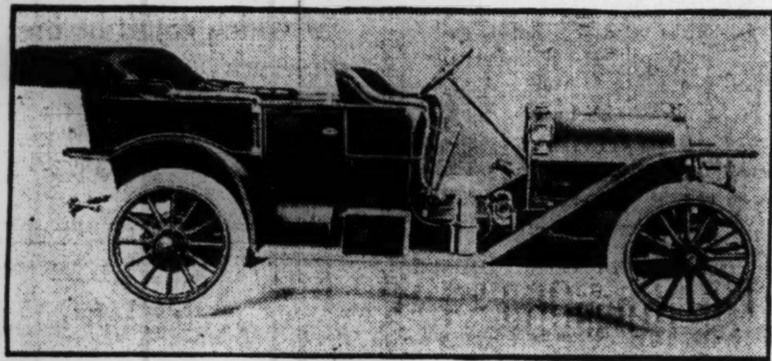
There is a market here for machines of moderate price, and this market will grow. The city is making large extensions to its boulevard system, and this will do much to increase the popularity of motoring. The roads in the vicinity of Madrid, and in other parts of the country are fully as good as the famous French roads and motoring excursions are becoming the fashion. But manufacturers who wish to compete for this market must have their own representatives on the ground to look after their interests. All the dealers are bound up by contracts so that they cannot handle American goods; in fact, nearly all the dealers are employees of the manufacturing concerns, who are merely in charge of the salesrooms established by the companies. American manufacturers have been writing to these people for some years past, with the net result that there is not an American car in use in Madrid.

On the other hand, and as an example of what may be accomplished by personal effort, the experience of the representative of an American automobile factory who recently visited this city may be

mentioned. He canvassed all the dealers in the city trying to secure an agent for his car, but found them either unwilling or unable to accept the agency. Through a proper medium he was eventually placed in communication with a party, not in business at all, who accepted the agency, purchased one car immediately, and contracted for 20 more to be delivered within the year. The car put out by this company will sell for about \$1800 to the local trade, including tax body. Its motor is 30 horsepower. No sales will be made from catalogues; manufacturers must deal through independent representatives who will be loyal to their interests, instead of using their agencies to prevent the sales of American cars.

Here, as in most places in Europe, the chassis only is sold by the manufacturer, the body of the car being made to order elsewhere. Inasmuch as the price of the body depends entirely upon the taste and requirements of the person for whom it is being manufactured, it is not possible to give figures as to the cost of this part of the cars, but the following shows the prices of the chassis put out by a well known European factory, laid down in Madrid: Model 1909; 12-15 horsepower motor, \$1785; 15-25 horsepower, \$2200; 25-35 horsepower, \$2901; 40-50 horsepower, \$3607; 40-50 horsepower, 6 cylinder, \$4053; 75 horsepower, 6 cylinder, \$5404.

Five Passenger Touring Speedwell



USES UNDERSLUNG FRAME.

One of the main structural features of the American cars for several years has been the underslung frame. This has met with such favor in the past that four of the 1910 models of the American are equipped with it. An English critic has recently published a short comment on the underslung frame which is interesting.

HOW THE PNEUMATIC FINALLY WAS TESTED IN THE OLD DAYS

Trials and Obstacles Were Numerous, but Perseverance at Last Overcame Them When the Michelin Tire Was Tested in Paris-Bordeaux-Paris 1895 Race.

The Allgemeine Automobile Zeitung, Berlin, recently published some chapters of incidents of days that are past. In unfolding the tale of the early trials of the Michelin pneumatic, the writer says:

It was a Benz car of the very earliest kind that was destined to take part in the Paris-Bordeaux-Paris race of 1895, equipped with Michelin tires. It was proposed to go over the course with it about three months before the race, and Andre Michelin was to meet the vehicle at Poitiers. Unfortunately, the car had an inglorious end without participating in the race, as, shortly before the date, it was found that the cylinder had burst and the water had entered the compression chamber.

It had taken the Clermont people three whole months to find out why the machine of this flighty Swallow so often went on strike. Out of the parts of the Swallow a new car was built with the greatest speed and hurry, with the help of a six-horsepower Daimler marine motor bought in Cannstatt. This vehicle was dubbed the Spiderweb on account of its light weight, which, it must be acknowledged, existed more in the minds of the constructors than in reality. Only, on building the chassis, which was concluded before the motor came to

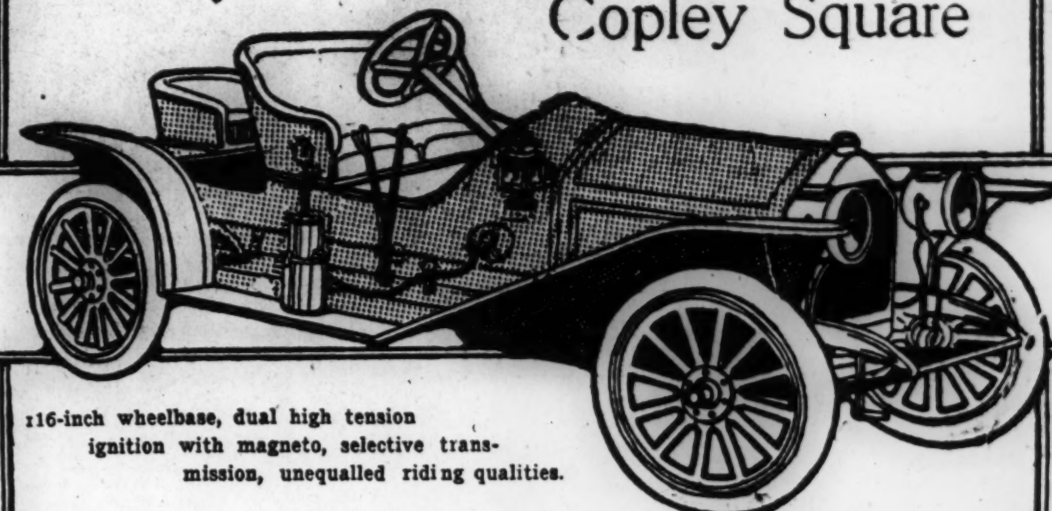
hand, it was forgotten to leave the necessary space for the engine, and afterwards it had to be put in as best it could. The car, which had no differential, could, however, attain a speed of 35 to 40 kilometers, with its back axle coupled direct with the engine.

Shortly after its departure the following laconic telegram arrived: "Ran into tree on third speed near Moulins." This tree, unfortunately, did not bend, but sternly rejected the car, with the result that driver and mechanic were thrown into a field.

Undaunted, a third car, a 2 1/4-horsepower Peugeot, was purchased, and a 4-horsepower Daimler engine put into it, which also found its resting place on the back axle. It was difficult to steer this vehicle; the car persisted in permanently zigzagging, and this remarkable quality made a great deal of skill imperative to get out of the way of approaching vehicles. Nevertheless, it was determined to take part in the race with it! It was equipped with a lot of spares, in a tool-box of such vast dimensions that it looked like a walking arsenal.

Thus armed, the car, which weighed 1400 kilograms, set out on its trial runs, during which time it twice ran amuck owing to its miserable steering. The first time all went well, but the second time the mishap occurred at night during a lamp test, in consequence of the forgetfulness of a workman who had carried out an alteration in the wheels, but had forgotten to readjust the brakes. As the back axle had no differential, a strong pull of the hand-brake sufficed to complete throw the car round, and, colliding with a telegraph pole, it threw the whole lot into the field. Of course the car promptly caught fire, as it was fitted with slow-tube ignition, and burnt down to the metal parts. But it was repaired in time and started in the race, thereby enabling the tires to be tested.

At the Independent Auto Show Copley Square



PARRY CAR

ROADSTER
\$1285

ALONE IN
ITS CLASS

TOURIST
\$1485

A FULL LINE NOW ON EXHIBITION

The Parry-Boston Co. 24-26 Columbus Ave. Boston

FRANKLIN COMPANY HAS CLOSE-COUPLED CARS THIS SEASON

Two close-coupled cars are included in the 1910 models of Franklin automobiles. These cars, with a miniature tonneau, were designed to take the place in large measure of runabouts with a surrey-type body. The Franklin close-coupled cars are made with a four-cylinder 28-horsepower engine and a six-cylinder 42-horsepower engine respectively. Each has a capacity of four passengers.

Both are lightweight, the smaller weighing 2200 pounds and the larger 2700 pounds. The six-cylinder cars are designed so that the extra weight is not sufficient to offset the added horsepower. On the other hand the durability and comfort of the cars are not sacrificed to make the weight small.

The close-coupled cars have the air-cooled engine which is a feature of all Franklins. For 1910 a suction fan engine fly wheel takes the place of the usual fan. It is situated at the rear of an engine jacket through which it draws the air in a strong current. As the heat-radiating flanges of the cylinders are enclosed with sheet metal sleeves, which join the jacket top, the air is kept so close to the cylinders that they are most efficiently cooled. The air cooling is aided by an auxiliary exhaust, through which 71 per cent of the hot gases is quickly discharged. The engine has no water cooling apparatus to freeze in winter or boil dry or develop a leak unexpectedly at any season of the year.

The body of aluminum and angle iron, the full elliptic springs and the laminated wood chassis frame, together with large wheels and tires, combine to make the Franklin a light, comfortable, reliable car.

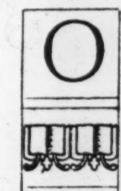
LIMITED OUTPUT BEING FOLLOWED

Some striking tendencies, new to the automobile industry, and even contrary to announcements made within the year by numerous makers have developed during the past few weeks which will not only limit the production of automobiles during the next few years and influence the price of many cars but will guarantee to users cars of better quality.

Three months ago it was the habit of new makers to announce in stupendous figures estimates of large outputs for the coming year. These estimates ran as high as 50,000 cars. Recently there has developed a contrary policy and makers generally are now claiming smaller outputs, asserting that more time will be spent in the production of the car and more attention given to the matter of quality.

The production of one or two of the very high priced cars has always been limited because of the limited demand, but the Rambler maker, Thomas B. Jeffery, was the first among the builders of medium priced cars to announce the limitation of the Rambler output to 2500 cars for 1910. Immediately there followed similar announcements. The Rambler idea is that it is impossible to build a good car to sell at an extremely low price and build it carefully.

HOTEL POTTER



OFFERS THE MAXIMUM OF COMFORT AT A MINIMUM OF EXPENSE.

Stop-over privileges are given on all first-class through Railroad tickets between San Francisco and Los Angeles enabling south or north bound travellers to visit beautiful Santa Barbara without extra expense. Is only three hours' ride from Los Angeles, is famous for its equable climate, its magnificent mountain scenery, and many points of historic and romantic interest.

Hotel Potter is a great, comfortable hotel in the midst of a large floral park, fronting the sea. It offers every facility for Golf on the sportiest course in CALIFORNIA. Polo, Automobiling, Tennis, Boating, Bathing, Horse-back Riding, and all other out-of-door sports.

Open all the year round and is operated on the American Plan only, with rates from \$3.50 a day upward for each person. Special rates by week or month.

MILO M. POTTER, Manager.

SANTA BARBARA

Every Automobile Owner Needs This Handy Valve Tool

You will be surprised to see how easily, quickly and safely the Motor Valves are removed or replaced, the spring tension relieved, the split-washer or lock-pin adjusted by using the

The P. C. W. Valve Lift

Always ready and secure, fits any motor, easily operated around pipes, magnetos or other fittings. Made of forged steel, the strongest tool on the market, small and handy to carry in the tool kit or pocket.

A Perfect Piece of Scientific Mechanism. Without a Rival in the Market.

Price \$2.00 by Mail Prepaid. Money refunded if not as represented.

The P. C. W. Mfg. Co.
1 Madison Avenue NEW YORK

FOR THAT NEW AUTOMOBILE A Casgrain Speedometer

(Couch & Seeley, Mfrs.)

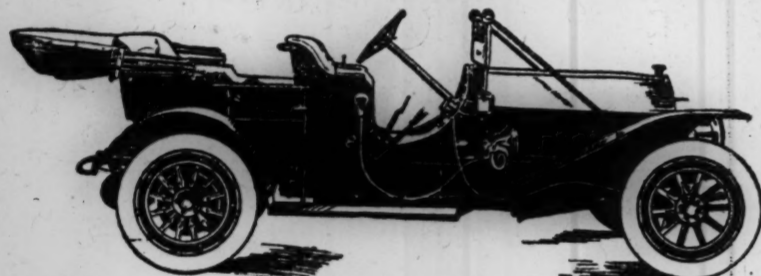
EVERY NUMBER IN SIGHT WHILE RIDING

Making it the most satisfactory speedometer ever invented.

Orders taken by

MRS. I. S. DILLON, 2 Westland Avenue, Boston
Please mention The Monitor.

PALMER-SINGER



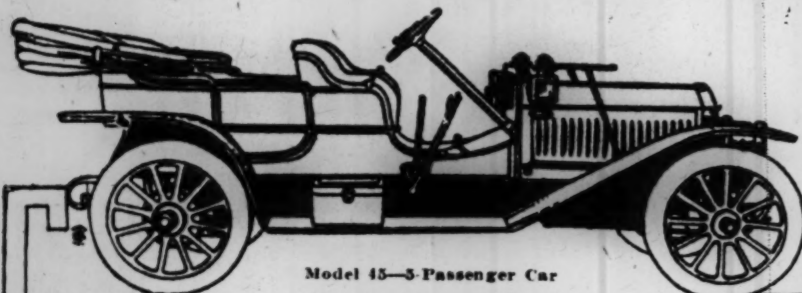
SIX-SIXTY 65 Miles Per Hour \$3500

This is the best motor car that can be built at any price. Many of its users are prominent financial leaders who have previously owned many makes of foreign cars. They say the Palmer-Singer Six-Sixty is far and away the best and most luxurious they have ever owned.

Private owners who have driven these cars themselves thousands of miles through season after season of actual use will SHOW you that their repair bills are less than those of little 2-cylinder, 2-seated \$600 runabouts.

Licensed under Selden patent.

SEE US AT THE SHOW, SPACE 327, DOWNSTAIRS
Salesrooms, 49 Fairfield Street
(Off Boylston)



Austin Automobiles

The cars with class and power. Every superior quality in automobile construction is found in the Austin—durability, ease of control and low costs of maintenance.

Model 45, 45-60 H.P. 6 Cylinder 5 Passenger Touring Car \$3000
Model 50, 50-70 H.P. 6 Cylinder 7 Passenger Touring Car \$4500
Model 60, 60-90 H.P. 6 Cylinder 7 Passenger Touring Car \$6000
Fully equipped including extension top, Prest-o-lite tank, etc.

COMPLETE EXHIBIT AT AUTO SHOW.

THE AUSTIN COMPANY
94 MASSACHUSETTS AVE. Tel. B.B. 2771

THE MONITOR IS THE
PAPER FOR THE HOME

COMMERCIAL CAR GROWTH IN LAST FEW YEARS IS GREAT

Up-to-Date Models for Use of Fire Department Trucking, Etc., From Factories of Leading Manufacturers Are Exhibited at Show.

The exhibit of commercial cars will be most interesting to the business man at this season's show. The commercial car business in the early days was a very discouraging proposition to the makers of these rigs. There were but two or three factories in this country which went into the building of these vehicles exclusively, and therefore, lacking competition, the progress made in commercial vehicles was very slow.

When makers were first possessed with the idea to build commercial cars, all who ventured on this expedition, with a single exception or two, thought the sum total of their efforts consisted in fitting solid tires, changing the gear ratio and substituting a truck body for the passenger on the pleasure car chassis. Many makers who did this continued the manufacture of these vehicles for but a season; others scarcely devoted more energy to it than the bringing out of the first model. This was enough to show them that they were wrong. Following the idea of commercializing a pleasure wagon came the dawn of commercial construction, in which the makers set out to build a commercial car, with an engine suited for commercial purposes, with a transmission system designed to meet the enormous exigencies of the field, and with the running gear commensurate to the demands.

This course of construction has proved so valuable, and has brought the commercial cars to such a point of effectiveness, that the majority of commercial vehicles can be looked upon as thoroughly reliable and equal to the demands for which they are intended. The makers of taxicabs and town cars will also follow this course, for they will discover that building a taxicab is different from building a touring car. Granted that the design of a taxicab, fashioned after that of a touring car, would meet every demand from a constructive point of view, it would prove in many cases impossible from an operating standpoint. The taxicab is a commercial proposition, and the buyer is as much concerned in the economy of operation and reliability as the pleasure car maker is in the speed or body color of his car.

Therefore, with all this study put into the construction of commercial vehicles in the past few years, the visitor to this show will see designs of various commercial cars built for all kinds of work, from carrying small bundles to the heavy five-ton trucks. In fact, builders of these vehicles are making to order cars for every kind of trade and especially for the fire departments of the many cities throughout this country.



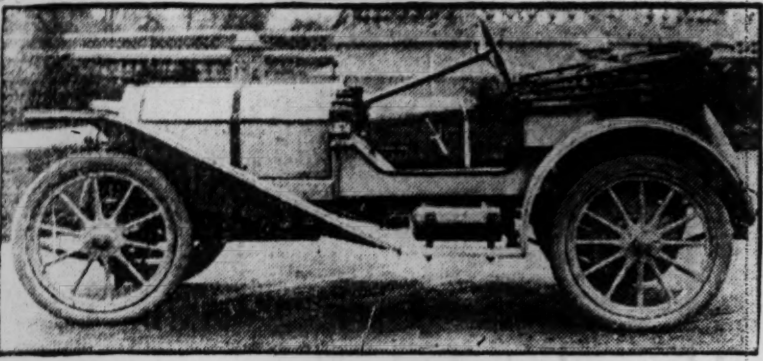
Be Wise!
Don't Miss Our Exhibit
Shawmut
Tires

Spaces 450-451

Boston Automobile Show



1910 Model Empire "20"



EXPANSION OF THE AUTO INDUSTRY SHOWN BY THE LOCOMOBILE PLANT

Factory at Bridgeport Has
Been Enlarged Until It Is
Considered Ideal for the
Production of Cars.

BRIDGEPORT, Conn.—During the past year there has been a particularly noticeable expansion in the automobile industry, and almost every concern making cars has found it necessary to increase its output and enlarge its factory. In Bridgeport, the home of the Locomobile Company of America, this fact is apparent, and in order to keep up with the demand for its product, the company has found it necessary to increase its floor space by the erection of a four-story structure 135 x 65 feet.

The original factory was L shaped and the addition which was built at right angles to one side of the L gives the company a U shaped building, which is ideal for the manufacture of cars. It results, too, in a factory in which there is the very best possible lighting arrangement, and it is so constructed that

there is not a dark corner in the entire building.

The latest addition is used principally for shipping and receiving purposes and the manufacture of parts; the Locomobile company being one of the concerns in this country that makes its own parts, even the magneto. Though the addition will not mean the increasing of its volume of product, it will give better facilities for the handling of it and relieve the congestion that existed in some of the departments.

However, it is the carrying on of such work, the putting up of new buildings and such improvements that show the prosperous condition of the automobile industry. The case of this company is cited merely for the reason that this is one of the most conservative and careful concerns in the industry, being strictly a New England organization that builds, expands and, in fact, transacts all its business in the careful, positive manner of the native New Englander. It serves to show the growth of the automobile trade during the past year and this development is noticeable throughout the country.

PREHEATING MOTOR MIXTURE CHARGE IS SUBJECT OF STUDY

Forrest R. Jones Finds Result Is Better if Gasoline and Air Are Cool Before Reaching Carburetor.

EXPANSION FACTOR

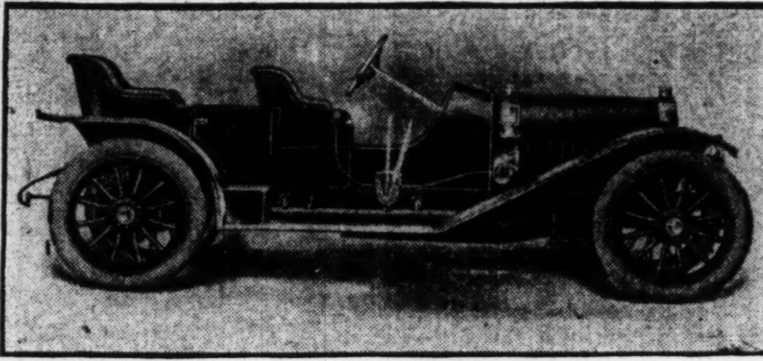
Preheating the mixture of air and gasoline vapor just before it enters the cylinder or cylinders of gasoline engines and a full discussion of the good and bad effects of the practice will be the subject of this article, writes Forrest R. Jones in the Automobile.

In the monobloc type of multi-cylinder motor, with all cylinders cast in one piece, it is quite common to adopt a design in which the inlet ducts, or passages, for the incoming charge, and those for the escaping exhaust gases are all on one side of the cylinders and immediately adjacent to each other in the casting. A portion of the walls of the exhaust ducts is also a portion of the walls of the inlet ducts in some designs.

Some of the heat that is received from the exhaust gases by the metal forming these walls is therefore transferred to the incoming charge of mixture just before it passes into the combustion chamber. The amount of heat thus transferred depends largely on the surface area of the metal wall that lies between the exhaust and inlet ducts. The heat is transferred more rapidly through a thin wall of metal than when it must pass a considerable distance through the metal. The compactness of the casting containing the ducts, which may be called the duct-box, also has to do with the rapidity of the transfer of heat from the exhaust gases to the incoming charge.

It is, of course, well known that when a carburetor, without any hot-water or hot-air jacket is operated on air taken at atmospheric temperature, the carburetor becomes decidedly cool, especially just beyond the spray nozzle or other form of gasoline outlet into the air passage. In other words, the walls of the mixing chamber become very cool. The pipe connection from the carburetor to the motor also becomes cool at the end next the carburetor. The cooling is more marked in connection with motors having several cylinders than in those having only one, since the vaporization is carried on more continuously when several cylinders are fed by one carburetor. Two methods of prevention came into use to keep the carburetor from freezing up. Specifically, one method is to surround the mixing chamber, and sometimes also other parts of the carburetor, with a jacket of hot water, or hot air, from the motor; the other method is to heat the incoming air before it reaches the carburetor, this preheating being accomplished by causing the air to come into contact with

Atlas Toy Tonneau 60 H.P.



some warm, or hot, portion of the motor before reaching the carburetor.

It may also be noted that heating the carburetor, or preheating the air, or both together, affords a means of using what are commonly called inferior grades of liquid fuel, which are now so common; even ordinary kerosene can be used in this manner after the motor has become heated by running for some time. After the liquid fuel has become vaporized and mingled with the air to form a combustible mixture, there is no probability that it will condense to a liquid during the operation of the motor. To condense it the mixture would have to be cooled below the temperature of the mixture when first formed, or it would have to be compressed without allowing it to become warmer on account of the heating action of compression. The fact that the inlet pipe does not become near as cold as an unjacketed carburetor when the air is not preheated is evidence that the vaporization is completed at or near the carburetor.

Does preheating a combustible mixture effect any economy of fuel or any increase of power? All of the known properties of gases and all of the known results of practice go to show that it does not. In a given motor the amount of power developed is at least approximately proportional to the weight of the charge of combustible mixture.

Weight of the charge varies with its temperature, since heating the mixture expands it if the pressure is kept constant. A pound of air at 62 degrees Fahrenheit and atmospheric pressure has a volume of about 13.14 cubic feet; when heated to 212 degrees, which is the temperature of boiling water in the open air, its volume is increased to about 16.9 cubic feet if the pressure is kept the same. It is therefore clear that a less weight of mixture is drawn into the motor cylinder

per charge when the mixture is hot than when it is cool.

The amount of power that a given weight of fuel will produce in a combustion motor when properly mixed with air and burned is approximately proportional to the increase of pressure caused by the heat of its burning. It has been clearly shown experimentally that the heat from a given amount of fuel will increase the pressure more when the temperature of the mixture at the instant of ignition is low than when it is high. This is true even when the combustion is effected in a containing vessel such that the cooling effect of the walls is no greater at a high temperature than at a low temperature.

Another disadvantage of heating the charge before it enters the motor cylinder is that it cannot be compressed to as high a pressure before ignition as a cooler charge can be. This is because it will ignite spontaneously at a lower compression pressure on account of its higher initial temperature. It has long been well known that efficiency of operation is increased by increasing the compression pressure within the limit that is practicable in automobile motors.

SEVERAL NEW IDEAS ARE FOUND IN THE NEW JACKSON AUTOS

Walking Beams Are Housed
in Novel Style—Uses Plate
Clutch With Three Disks—
New Power Transmission.

ELLIPTIC SPRINGS

"The most conspicuous new idea to be found in this year's Jackson," said E. P. Blake, New England distributor for the Jackson automobile, "will be noted in the method of transmitting the power from the crankshaft to the superimposed camshaft on the \$1250 model 30."

"Another point of unusual merit which, by the way, is to be found in all Jackson models for 1910, lies in the method employed in housing the walking beams which actuate the valves in the head in response to the gears and lifts as the reciprocate under control of the same. The walking beams, and in fact, all moving parts are housed inaccessibly by means of covers, and the bearings swim in oil, which is replenished continuously in response to the demand. The valves are set to such an angle that the gas due to combustion has a direct passage as it whisks away to the muffler, and back pressure is reduced to a mere suspicion because of this fact, which is furthered by the proper use of a well designed muffler.

"In the Jackson models, except the 30, a plate clutch is used, there being three discs under control of a toggle system and means of adjustment renders it a simple task to take up such wear as there may be in time. All models are swung on full elliptic springs fore and aft, and the springs are so designed that the mass of material is in sufficient presence, considering the energy which must be absorbed, to snub the vertical bounce as it is induced by the speed of the car as it negotiates the road's inequalities. In the Jackson models the equipment includes everything from drop forgings to the finished article; even the springs are made in the same plant. Heat treating furnaces are used in the Jackson plant with pyrometers attached to every furnace and this class of equipment is available for many purposes which in connection with a forge permits the accentuations of the kinetic qualities in the materials used in the Jackson product."

ENTIRE BASEMENT FOR ONE EXHIBIT

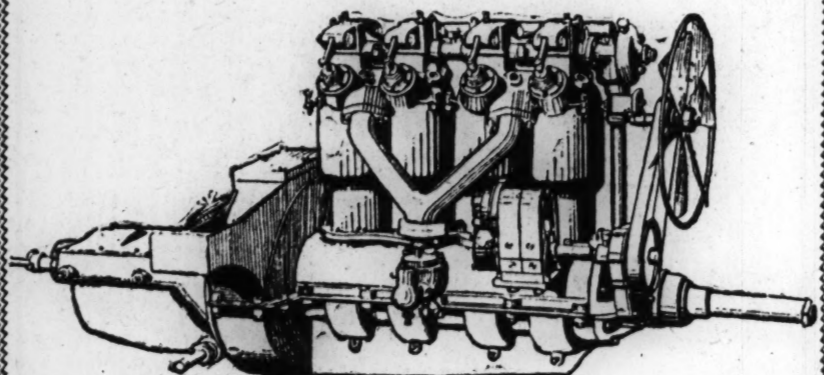
The Massachusetts Automobile Company, C. P. Cummings, proprietor, is to occupy the entire basement of the old Art Museum during the exhibition of the independent automobile show which opens this evening and will continue through the next week. This company offers many exceptionally fine bargains in second-hand cars.

This company has met with much success during the past few years. From a small beginning it has grown to large proportions and an exhibit of 45 cars will be shown by the company.



When you are looking over the power plants of the different cars on exhibition in Mechanics Building, just compare this Jackson Engine with the highest priced motor in the show.

That is all we ask



E. P. BLAKE, | Stevens-Sowers
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821 BOYLSTON STREET, BOSTON

Some Specifications

OF THE

White Gasoline Car

It is not difficult for any student of motor car progress to recognize the QUALITY of the White gasoline car and to note its superiority over all other cars of moderate price. For example, the White is fitted with:

Four-speed Transmission

Instead of the cheaper and less efficient three-speed transmission.

Honeycomb Radiator

Instead of the cheaper and less efficient tubular radiator.

Crucible Chrome-Nickel Steel Frame

Instead of the cheaper and weaker carbon steel frame.

Bosch Magneto

Instead of a cheaper and less reliable make.

Body of Aluminum

Instead of sheet iron or some other cheap substitute.

Upholstery of Hand-buffed Leather

Instead of the usual cheap machine-buffed leather.

So it goes throughout the White car—the best materials which money can buy are used in every part. In fact, if the selling price of the White were one thousand dollars greater, there is no part of the car which could be built better or of more expensive material.

COME AND SEE FOR YOURSELF

At the Auto Show Next Week

A NEW MEMBER OF THE

WELCH

FAMILY—A 40 H. P. 7 PASSENGER

Touring Car

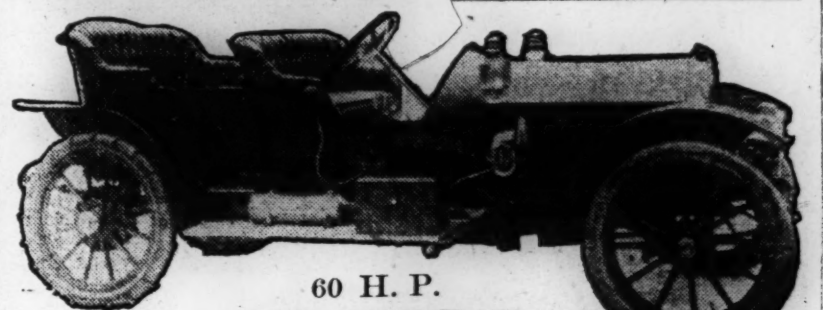
\$3200

It would be impossible to find a greater degree of comfort and elegance in any car, at any price, than is incorporated in this new addition to the Welch line.

DON'T FAIL TO SEE THIS CAR AT THE AUTO SHOW, SPACE 314.

WELCH MOTOR CAR CO. OF NEW ENGLAND
733 BOYLSTON ST.

Atlas POWER
SIMPLICITY
DURABILITY



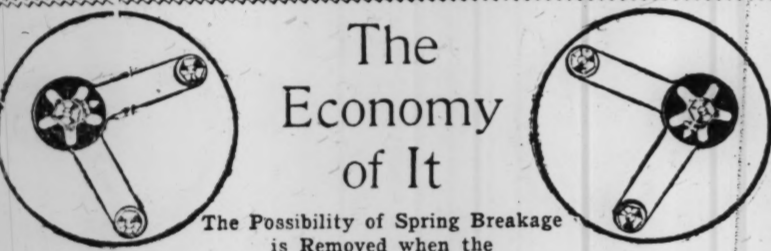
60 H. P.
TOY TONNEAU

SEE THIS CAR AT AUTO SHOW. MECHANICS BLDG., SPACE 136.

CROWELL-CLARK CO.
Tel. Oxford 3868 10 Columbus Avenue

PREMIER FIRST TO ENTER.
INDIANAPOLIS — Following closely upon the news of its entry of the first car in the Denver to Mexico City endurance contest, has come the announcement today that the Premier Motor Manufacturing Company has formally entered the first two cars in the annual reliability contest of the American Automobile Association for the Glidden trophy. As in the 1909 event the numbers 1 and 2 will be carried by the two Premiers.

INSURE WITH
SEARS



The
Economy
of It

The Possibility of Spring Breakage is Removed when the

Truffault-Hartford Shock Absorber IS PUT ON A CAR

The ravages of vibration, the racking it causes every bolt, nut and part, ceases.

In actual figures the use of the Truffault-Hartford decreases depreciation through wear and tear, 50 per cent.

That's the economy of it. It is a matter of dollars and cents to have your car Truffault-Hartford equipped.

If you cannot have a set put on at the factory, have it done at the garage.

The motorist who looks to comfort and economy must realize the absolute necessity of having his car Truffault-Hartford equipped.

A car that is jarred is necessarily racked, and constant racking means a quick finish.

The Truffault-Hartford Shock Absorber absorbs the jolt, it absorbs the vibration, it nullifies the discomfort to the car's passengers.

Its use makes the car run smoother, last longer.

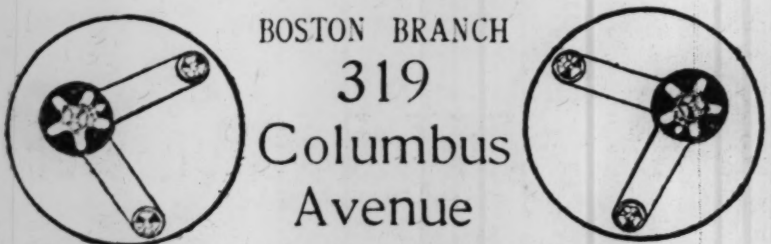
It saves your feelings, it saves your pocketbook.

THREE MODELS

STANDARD	\$50.00
INTERMEDIATE	\$45.00
JUNIOR	\$25.00

Fittings Furnished for Making the Application to Any Car

HARTFORD SUSPENSION CO.
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See Us at the Boston Show